MICROFILM

START OF ROLL

# ROLL NO. 1

CONSTRUCTION CONTRACTS

CONTRACT # 78,91

1918-1921

PR-12 Yamhill-Nestucca 1918-1921

78,91

Jan. 31, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-12

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Grand Ronde Section, Oregon Federal Aid Project No. 12, in the amount of $ 13,880.34.

There is also enclosed three copies of a letter from the State Highway Engineer granting a time extension from August 31st, 1919 to September 30th, 1920. This time extension is submitted in this form in accordance with the suggestions of Mr. McKesson when he was in this office a few days ago.

The estimate as sent you has been revised in accordance with Mr. McKesson's suggestions and does not include any of the Agency Creek Bridge items as contingencies.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSousa,
ET
Enc.

FROM
HIGHWAY COMM
SALEM, OREGON

January 29, 1921

Mr. W. W. Harcombe,
Resident Engineer,
Willamina, Oregon.

Dear Sir:

Referring to yours of January 26th regarding the property line monument of one W. J. Willey, I have talked this matter over with Mr. Devers and he believes that if this corner is simply covered up with a light fill so that it could reasonably be uncovered and transferred to the surface of the ground, we should to so although perhaps not legally obligated.

If this can be done with reasonable amount of work, please arrange to have it done. If, however, the corner has been removed by excavation or is buried under a high fill, we cannot undertake to re-establish it. Beyond simply making the corner available, we can, of course, not undertake anything further in the way of survey of establishment of property lines.

Yours truly,

Division Engineer.

WDC:LM

January 25, 1921

Mr. W. H. Trent,
McMinnville, Oregon.

PR #12

Dear Sir:

I have before me your request for an extension of time for the completion of the Grand Ronde Section of the McMinnville-Tillamook Highway, our contract No. 91, Oregon Federal Aid Project No. 12.

In view of the bad weather conditions during the construction of this project, and the additional surfacing material required, the time limit for the completion of this project is hereby extended to September 30, 1920 without penalty.

Yours truly,

State Highway Engineer.

HAK:LM

December 8, 1920

Grande Ronde

Mr. W. N. Trent,
McMinnville, Oregon.

Dear Sir:

In reply to your your question asked today as to the adjustment in the price of macadam from $3.85 to $4.35 during the 1920 season, wish to advise as follows:

If you will compare your copy of estimates Nos. 10 and 11 you will find that you were given credit as follows:

| | | |
|---|---|---|
| Est. No. 10, 709 Cu.Yds. | @ $3.85 | $2729.65 |
| Est. No. 11, 232.5 Cu. Yds. | @ $4.35 | 895.12 |

or a total of 941.5 cu. yds. at $3.85 equals $3624.77, which should have been 941.5 cu. yds. at $4.35 which equals $4095.52, or a total difference according to you of $470.75.

This we arranged to take care of on the next estimate, No. 12, dated August 31, 1920, deducting from 6452 cubic yards, the amount of 941.5 cubic yards leaving a balance of 5510.5 cubic yards at $3.85 per cubic yard.

Also on Estimate No. 12 you will find an item of 1059 yards of broken stone macadam at $4.35 per yard which is made up of 941.5 yards previously shown on Estimates Nos. 10 and 11 plus 117.5 yards placed between August 15th and August 31, or a total of 1059 yards as shown on this estimate. In other words we have given you credit for the $70.75 on estimate No. 12 which you were not given on estimates Nos. 10 and 11 as should have been done.

If this is not clear I would be pleased to go into this further with you at any time when you happen to be in Salem.

Very truly yours,

Secretary.

RAK:LM

...22 ... Rge 5 ...

...rand Ronde, Ore.

...phone Address Schappeells

...ht Address Willamina, Ore.

...nt developments, instructions to contractor,

...as with team hauled

to August 15 Broken Stone Rhrendan was paid for @ 3.85 whereas it should have been paid @ 4.35 per cu yd. This was adjusted on Estimate #12 for work to Aug 31, in the following way:

| | | | |
|---|---|---|---|
| Est #10 - 709 cu. yds | @ | 3.85 | - 2.729.65 |
| Est #11 - 232.5 " " | @ | 3.85 | - 895.12 |
| Total 941.5 " " | @ | 3.85 | - 3,624.77 |
| Should have been 941.5 " " | @ | 4.35 | - 4.095.52 |
| | | Difference | 470.75 |
| Est #12 289 cuyds | @ | 4.35 | - 1257.15 |
| Actually allowed on Est #12 | | | 1727.91 |
| | | Difference | 470.76 |

NOTED
V. D. CLARKE

RECEIVED
DEC 7 1920
STATE HIGHWAY ENGINEER

Signed W. E. Brennan

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

# FIELD ENGINEER'S WEEKLY REPORT

Date December 5, 1920

Job Name Grand Ronde Sec — Week from Nov 28 to Dec 5

Mail Address Grand Ronde Ore

Highway McMinnville - Tillamook — Telegraph or Telephone Address Sheppards

County Yamhill — Job Prefix 36 PF — Express and Freight Address Willamina Ore

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Road dragged one day and team hauled screening to patch one day

NOTED
W. D. CLARKE

NOTED
R. G. GLAISYER

RECEIVED
DEC 7 1920
STATE HIGHWAY ENGINEER

Signed W. E. Lawrence

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

November 24, 1920.

*Total miles of grading on project* .....
*Miles completed* .....
*Miles completed except finishing* .....
*Miles covered by contractor's forces* .....
*Miles cross-sectioned* .....
*Miles cross-sections completed and checked* .....
*Miles to be remeasured* .....
*Number men in Engineering Party* .....
*Contractor's average force for week* .....men,
.....teams, .....steam shovels
*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....
*Miles completed* .....
*Miles partially done* .....
*Average daily yardage placed this week* .....
*Average daily yardage necessary to complete on time* .....
*Contractor's average force for week* .....men,
.....teams, ..... trucks
*Percentage of total required yardage now in place* .....
*Surfacing will be completed about* .....
*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

*Total mileage at section to be surveyed* .....
*Miles of preliminary staked* .....
*Miles of location staked* .....
*Per cent of field work complete* .....
*Per cent of office work complete* .....
*Number days worked on this project* .....
*Number men in party* .....
*Salary expense this week* .....
*All other expense this week* .....
*Previous total expenditure this survey* .....
*Total expenditure including this week* .....
*Survey will be completed about* .....
*Completed survey will cost about* .....
*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....
*Miles paving completed* .....
*Average daily sq. yds. this week* .....
*Miles shoulders completed both sides* .....
*Contractor's average force for week* .....men,
.....teams, .....trucks
*Percentage of total required yardage now in place* .....
*Job will be completed about* .....
*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job* 36 AA *Percentage* 40%
*Other jobs* 36 DA *Percentage* 40%
*Other jobs* 36 DC *Percentage* 20%
*Other jobs* ..... *Percentage* .....

Total miles of grading on project .....
Miles completed .....
Miles completed except finishing .....
Miles covered by contractor's forces .....
Miles cross-sectioned .....

Total mileage at section to be surveyed .....
Miles of preliminary staked .....
Miles of location staked .....
Per cent of field work complete .....
Per cent of office work complete .....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

November 24, 1920.

Grade Route
P.R. 1 2

State Highway Commission,
Salem,
Ore.

Oregon Federal Aid project #12.

Gentlemen:-

You are advised that the Chief of Bureau has recommended that Federal Aid on this project be increased to $19,993.47, being 50% of the original estimate.

Yours very truly,

C. H. Purcell

District Engineer.

RECEIVED
NOV 25 1920
STATE HIGHWAY ENGINEER

W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Hebo, Oregon,
November 16, 1919.

RECEIVED
NOV 18 1919

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Replying to your letter of November tenth, regarding enforcemnat of penalty to contractors delinquent in the matter of completeng their work.

The Grande Ronde Section of the Yamhill Nestucca Highway in Yamhill County, W. N. Trent, contractor. This contract was let early in the season, but practically no progress was made until the middle of June owing to the very inclement weather. Good progress was made after this date and although the work is not yet finished the uncompleted includes only the cleaning up and opening of ditches. No inconvenience will be experienced by the public in traveling this road the present winter. I do not believe the penalty should be exacted.

The Bee Ranch Section of the Yamhill-Nestucca Highway in Yamhill county, Elliot and Scoggins, contractors. This contract waselet early in the season, but practically no progress was made until the middle of June owing to the very inclement weather. Good progress was made after this time, and the work was handled in what I thought an efficient manner by the contractor's representative on the ground. Much difficulty was experienced in getting men, sufficient to carry on the work efficiently, owing to the fact that this job was in an uninhabited section and at a considerable distance from a railroad. Laboring men naturally took the close-in jobs in preference to those in the outlying districts. The grading work was completed but only about seventy five percent of the rocking was done. Work is now in progress to put the remaining portion in a passable condition for the remainder of this winter. The contractor has been exerting every effort to this end for the last six weeks at a considerable loss to himself. I cannot reccommend exacting the penalty.

The Hemlock-Beaver Section of the Yamhill-Nestucca Highway, Warren Construction Company contractors. This contract was let [illegible], I believe, during the month of May 1919. and work erecting plant and installing equipment was started immediately. The rock aggregate was boulders taken from a creek bedd and crushed, this is always a very difficult matter and the contractor was unfortunate in his choice of equipment to handle the work.

OREGON STATE HIGHWAY COMMISSION

HH-2

SALEM

The crusher used was too small to handle a large percentage of the boulders and much difficulty was experienced in obtaining an engine which would handle the dragline used to bring the boulders to the crusher. The contractor made every effort to complete the work and although it is not now completed the road is passable and very little inconvenience will be experienced by the public in getting over it. I cannot in all fairness recommend exacting the penalty

Very truly yours

C. H. Lutz.

CLG/S

that the amount of Federal Aid be increased to 50% of the original estimate.

Yours very truly,

District Engineer.

RECEIVED
MAY 12 1920

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

November 10, 1920.

REFERRED TO
R 9 K
BY H. N. Approved

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project #12.

Gentlemen:-

Confirming the oral agreement between Mr. Munn and Mr. McKesson at the meeting of the Highway Commission on November 6, we have requested the withdrawal of the revised estimate recently submitted on the Grande Ronde-Yamhill River section of the Yamhill-Nestucca Highway, and have recommended that the amount of Federal Aid be increased to 50% of the original estimate.

Yours very truly,

C. H. Purcell
District Engineer.

RECEIVED
NOV 12 1920

November 3, 1920.

Mr. W.E.Anderson,
Grande Ronde, Oregon.

Dear Sir:

We are in receipt of a letter from the Frederick Post Co., of Portland, from which we quote:

"As per your request of June 7th,1920 we shipped to W.E. Anderson, Willamina, Oregon one drafting Board, 30" x 72" and one pair horses, from stock delivered to use by J.A.Danford.

We shipped same prepaid, but up to the present time the Express Company has not called to collect the express charges from us.

Kindly inform us whether Mr. W.E.Anderson received this board and oblige."

We assume that these are the articles which you list on your equipment inventories as 1-5' drafting table; but in order to give Mr. Tyler a definite and positive answer, please advise us if the articles to which he refers were actually received at about that date.

Respectfully,

HERBERT NUNN,
State Highway Engineer,

By

JCT/H

UNITED STATES DEPARTMENT OF AGRICULTURE,

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

October 18, 1920.

State Highway Commission,
Salem,
Ore.

Oregon Fed. Aid project #12.

Gentlemen:-

As requested in your letters of July 24th and August 21st, 1920, we are today recommending an amendment to the project agreement for above project, to increase the total estimated cost to $52,300.17 and the amount of Federal Aid to $21,150.06. Our recommendation is dated July 15th, 1920.

We are enclosing a copy of the estimate which we have recommended to be used as the basis of the amended project agreement. We wish to call your attention to the fact that we have changed the unit price of common excavation to 52¢ to correspond with the contract prices. All other items and prices are as shown in the estimate submitted with your letter of August 21st.

Very truly yours,

C. H. Purcell

District Engineer.

Noted J. W.
Diff. price Common Excav. was Typo. error.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 12

GRANITE BOWER SECTION OF THE McMINNVILLE-TILLAMOOK HIGHWAY

IN YAMHILL COUNTY

(Estimate as basis for revised project agreement)

Salem, Oregon, August 21, 1920.

| Quantity | | Item | | Unit Price | Amount |
|---|---|---|---|---|---|
| All Required | | Clearing & Grubbing | | Lump Sum | $3,000.00 |
| 17,905 | Cu.Yds | Common Excavation | @ | $ .52 | 9,310.60 |
| 2,110 | " " | Solid Rock " | | 1.25 | 2,637.50 |
| 4,610 | Sta.Yds. | Overhaul | | .05 | 230.50 |
| 346 | Lin.Ft. | 12" Plain Concrete Pipe | | 1.65 | 570.90 |
| 116 | " " | 15" Reinf. " " | | 2.65 | 307.40 |
| 26 | " " | 24" " " " | | 3.40 | 88.40 |
| 32 | " " | 30" " " " | | 5.00 | 160.00 |
| 49.1 | Cu.Yds. | Class "A" Concrete | | 25.00 | 1,227.50 |
| 19.9 | " " | " "C" " | | 20.00 | 398.00 |
| 2,609 | Lbs. | Metal Reinforcement | | .09 | 234.81 |
| 25 | Cu.Yds. | Rubble Masonry | | 3.00 | 75.00 |
| 15 | M-FBM | Lumber & Timber | | 40.00 | 600.00 |
| 400 | Lin.Ft. | Guard Fence (Force Account) | | 1.50 | 600.00 |
| 7,300 | Cu.Yds. | Broken Stone Macadam Waterbound | | 3.85 | 28,105.00 |
| | | | | Sub-total | $47,545.61 |
| | | | | 10% Engineering & Contingencies | 4,754.56 |
| | | | | Total | $52,300.17 |

Length of Project 2.75 Miles.
Cost per Mile $19,018.24

| | |
|---|---|
| County Funds Available | $10,000.00. |
| State " " | 21,150.09 |
| Federal Aid Funds Requested | 21,150.08 |
| | $52,300.17 |

# McMINNVILLE NATIONAL BANK

CAPITAL AND SURPLUS $150,000.00

E.C APPERSON, President
R L. BEWLEY, Vice President
W.S LINK, Cashier

McMINNVILLE, OREGON,

October 13, 1920.

PR
12

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon

Attention,
Mr. Grutze

Referring to your letter of the 8th enclosing warrant payable to Mr. W. N. Trent for $1394.58, beg to report that we have just succeeded in getting in touch with Mr. Trent and procured his endorsement. We are today forwarding our draft to Elliott & Scoggins, #302 McKay Building, for $1307.06, and have paid Mr. Trent $87.52.

We understand this to be in accordance with your wishes, and beg to remain,

Yours truly,

E. C. Apperson

President.

A-D

C L GRUTZE
NOTED

Mr A. L. Gulzo

Sheridan Ore =

VOTED
H.N.

Dear Sir

I rec'd your letter last Tuesday and note the idea of discharging Marshall for the part he took in ~~the~~ dust with the Indian toughs at my place on Sunday = I will say that the Directors the black ball = In my days of work in engineer Corps none but straight laced gentleman could hold a position I was in Sheridan wednesday but failed to find you =

If I can investigate this case, I will be pleased to have you come to this end for the truth of the matter = The Indian police tells me that he has shielded this Indian more than once from trouble so it seems to me that Marshall is on the road to meet his fate sooner or later

Yours sincerely

C. C. Mrs Corkle

September 11, 1920

P. R. 18

Mr. W. E. Trent,
McMinnville, Oregon.

Dear Sir:

Enclosed herewith is your copy of estimate No. 12, for work done to August 31, 1920, on the Grand Ronde Section, and the voucher in the amount of $1,468.72 for you to execute and return.

You will note we have corrected the price for the quantity of Broken Stone Macadam placed since July 15, from $3.85 to $4.35 per cubic yard.

The quantity of rock placed by Elliott & Scoggin to August 31, as given in a letter from W. E. Anderson, Resident Engineer, is 171.5 cubic yards. At the price of $4.35 per cubic yard this amounts to $746.03. As we cannot assign a part of a voucher, the warrant for the whole amount will be mailed to Mr. Grutse, Division Engineer, who will arrange with you for the payment to Elliott & Scoggin.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:EM
Encls.

cc. Elliott & Scoggin, McKay Building, Portland, Oregon.
cc. Mr. W. E. Anderson, Grand Ronde, Oregon.
cc. Mr. C. L. Grutse, Division Engineer, Hebo, Oregon.

September 11, 19..

P. R. 12

Mr. W. M. Trent,
McMinnville, Oregon.

Dear Sir:

Enclosed herewith is your copy of estimate No. 12, for work done to August 31, 1920, on the Grand Ronde Section, and the voucher in the amount of $1,460.72 for you to execute and return.

You will note we have corrected the price for the quantity of Broken Stone Macadam placed since July 15, from $3.85 to $4.35 per cubic yard.

The quantity of rock placed by Elliott & Scoggin to August 31, as given in a letter from W. E. Anderson, Resident Engineer, is 171.8 cubic yards. At the price of $4.35 per cubic yard this amounts to $746.83. As we cannot assign a part of a voucher, the warrant for the whole amount will be mailed to Mr. Grutze, Division Engineer, who will arrange with you for the payment to Elliott & Scoggin.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM
Encls.

cc. Elliott & Scoggin, McKay Building, Portland, Oregon.
cc. Mr. W. E. Anderson, Grand Ronde, Oregon.
cc. Mr. C. L. Grutze, Division Engineer, Hebo, Oregon.

[illegible]

[illegible], [illegible]

[illegible] 3

1:30

[illegible]
[illegible]
[illegible]

Dear Sir:

Enclosed find Claim No.____ properly executed for 464.67 on contract No. 155, estimate No. 3 (Grand Ronde-Butler store section).

I also wish to call your attention to the fact that I have not received my check, or warrant for estimate No. 11, contract No. 91 (Grand Ronde section) which estimate calls for a warrant of 780.85. I need the money. This you have figured at 5.85 per cubic yard. The contract was for 4.55. Please have this corrected and send me the warrant at your earliest convenience.

Yours very truly,

Butler Co., Ky.
July 9, 1920.

Mr. Herbert Nunn.
Salem Oregon
Dear Sir:-

Kindly pay to Elliott & Scoggins any money due me for rock placed on the Grand Ronde section of the McMinnville-Tillamook Highway. The quantity of rock and amount due Elliott & Scoggins shall be determined by W. E. Hopkins resident engineer in charge.
~~Contract No. 2~~
The price to be paid per yard shall be $1.35 cu yd.
Very truly yours.

W N Ewert

GENERAL CONTRACTORS AND ENGINEERS

RECEIVED SEP 1 1920

PORTLAND, ORE., Aug 6th, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed please find an order from W. N. Trent for money to be paid to said Trent by and under his contract with the State on the Grande Ronde Section of the McMinnville Tillamook Highway, under conditions as stated in order of assignment.

Yours truly,
Elliott & Goggin.
Geo Goggin.

# OREGON STATE HIGHWAY COMMISSION
SALEM

Grand Ronde Ore
Aug 31, 1920.

Mr Herbert Nunn,
State Highway Engr
Salem Oregon.

Dear Sir:

Elliot & Scoggins Contractors put down 171.5 Cuyds of Crushed Rock on Grand Ronde Sec. Sta 291+72 To 274+60. See Letter from C.L. Gratys Dist Engr in regard to payment of same.

Elliot & Scoggins are to receive $.81 per Cuyd for this rock. Quantities of rock placed on this sec by Elliot & Scoggins are included with Trent's Estimate.

Yours Respectfully
W Henderson
Resident Engr
Grand Ronde Ore.

August 25, 1920.

Mr. C. N. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

P. A. - 12

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $10,298.06, covering work done from July 16th, 1919 to July 31st, 1920, on the Grande Ronde Section, Oregon Federal Aid Project No. 12.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

Dictated by J. N. DeSouza,
ET
Enc.

August 21, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File - 12.

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for modified agreement on the Grande Ronde Section, Oregon Federal Aid Project No. 12.

This estimate has been corrected in accordance with your letter of recent date relative to the re-classification of excavated materials.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Highway Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT

OREGON FEDERAL AID PROJECT NO. 12.

GRANDE RONDE SECTION OF THE McMINNVILLE-TILLAMOOK HIGHWAY

IN YAMHILL COUNTY

(Estimate as basis for revised project agreement)

Salem, Oregon, August 21, 1920.

| Quantity | | Item | Unit Price | | Amount |
|---|---|---|---|---|---|
| All Required | | Clearing & Grubbing | Lump Sum | $ | 2,000.00 |
| 17,905 | Cu. Yds. | Common Excavation | .55 | | 9,847.75 |
| 2,110 | " | Solid Rock " | 1.25 | | 2,637.50 |
| 4,610 | Sta.Yds. | Overhaul | .05 | | 230.50 |
| 346 | Lin.Ft. | 12" Plain Concrete Pipe | 1.65 | | 570.90 |
| 116 | " | 18" Reinf. Concrete Pipe | 2.65 | | 307.40 |
| 26 | " | 24" " " " | 3.40 | | 88.40 |
| 32 | " | 30" " " " | 5.00 | | 160.00 |
| 49.1 | Cu.Yds. | Class "A"Concrete | 25.00 | | 1,227.50 |
| 19.9 | " | " "C" " | 20.00 | | 398.00 |
| 2,409 | Lbs. | Metal Reinforcement | .09 | | 234.81 |
| 25 | Cu.Yds. | Rubble Masonry | 3.00 | | 75.00 |
| 15 | M-FBM | Lumber & Timber | 40.00 | | 600.00 |
| 400 | Lin.Ft. | Guard Fence (Force Account) | 1.50 | | 600.00 |
| 7,300 | Cu.Yds. | Broken Stone Macadam-Waterbound | 3.85 | | 28,105.00 |
| | | | Sub-total | $ | 47,686.76 |
| | | | 10% Engr. & Cont. | | 4,766.76 |
| | | | Total | $ | 52,300.13 |

Length of Project 2.75 Miles
Cost Per Mile $ 19,233.10

| | |
|---|---|
| County Funds Available | $10,000.00 |
| State " " | 21,150.09 |
| Federal Aid Funds Requested | 21,150.08 |
| | 52,300.17 |

Federal Aid Recommended _____

JMD

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.12.

POST-OFFICE BUILDING
PORTLAND, OREGON

August 20, 1920.

State Highway Commission,
Salem,
Ore.

Dear Sir:-

We return herewith revised estimate for Oregon Federal Aid project No. 12 submitted with your letter of July 24th. This estimate is returned for the reason that items of excavation have been re-classified after the work was done. As outlined in our letter of the 19th inst. in connection with Oregon Federal Aid project No. 25, such a procedure is not permissible. You will, therefore, please show the items that have been completed as on the original agreement estimate.

The quantity of broken stone may be increased as you have shown.

Yours very truly,

C.J. McKesson
Acting District Engineer.

## [ALTER]NATE ROUTE [LOCA]TION OF THE McMINNVILLE-TILLAMOOK HIGHWAY

### IN YAMHILL COUNTY

(Estimate as basis for revised project agreement)

Salem, Oregon, July 23, 1920.

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | Lump Sum | $ 3,000.00 |
| 16,065 | Cu. Yds. | Common Excavation | .55 | 8,835.75 |
| 3,950 | " | Solid Rock " | 1.25 | 4,937.50 |
| 4,610 | Sta. Yds. | Overhaul | .05 | 230.50 |
| 346 | Lin. Ft. | 12" Plain Concrete Pipe | 1.65 | 570.90 |
| 116 | " | 18" Reinf. Concrete Pipe | 2.65 | 307.40 |
| 26 | " | 24" " " " | 3.40 | 88.40 |
| 32 | " | 30" " " " | 5.00 | 160.00 |
| 43.1 | Cu. Yds. | Class "A" Concrete | 25.00 | 1,227.50 |
| 19.9 | " | " "C" " | 20.00 | 398.00 |
| 2,609 | Lbs. | Metal Reinforcement | .09 | 234.81 |
| 25 | Cu. Yds. | Rubble Masonry | 3.00 | 75.00 |
| 15 | M.-F.B.M. | Lumber & Timber | 40.00 | 600.00 |
| 400 | Lin. Ft. | Guard Fence (Force Account) | 1.50 | 600.00 |
| 7,300 | Cu. Yds. | Broken Stone Macadam-Waterbound | 3.85 | 28,105.00 |
| | | Sub-total | | $ 49,370.76 |
| | | 10% Engr. & Cont. | | 4,937.08 |
| | | Total | | $ 54,307.84 |

Length of Project 2.75 Miles
Cost per Mile $ 19,748.30

County Funds Available $ 10,000.00
State " " 22,153.92
Federal Aid Funds Requested 22,153.92

$ 54,307.34

Federal Aid Recommended _____

Office Engineer- - - - - - - - - -

JWD

Rec'd Finance 8-31-20

July 24, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

P. R. - 12.

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for revised project agreement on the Grand Ronde Section, Oregon Federal Aid Project No. 12.

In preparing this estimate, we have revised the excavation classification in accordance with the classification actually encountered during construction.

The broken stone macadam quantities have been increased to provide for the additional material proposed to be used.

The unit prices given are based on the actual contract prices.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. V. DeSouza,
ET
Enc.

[redacted] PAVEMENT. OREGON FEDERAL AID PROJECT NO. 12.

GRANDE RONDE SECTION OF THE McMINNVILLE-TILLAMOOK HIGHWAY

IN YAMHILL COUNTY

(Estimate as basis for revised project agreement)

Salem, Oregon, July 23, 1920.

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | Lump Sum | $ 3,000.00 |
| 16,065 | Cu. Yds. | Common Excavation | .55 | 8,835.75 |
| 3,950 | " | Solid Rock " | 1.25 | 4,937.50 |
| 4,610 | Sta. Yds. | Overhaul | .05 | 230.50 |
| 346 | Lin. Ft. | 12" Plain Concrete Pipe | 1.65 | 570.90 |
| 116 | " | 18" Reinf. Concrete Pipe | 2.65 | 307.40 |
| 25 | " | 24" " " " | 3.40 | 88.40 |
| 32 | " | 30" " " " | 5.00 | 160.00 |
| 49.1 | Cu. Yds. | Class "A" Concrete | 25.00 | 1,227.50 |
| 19.9 | " | " "C" " | 20.00 | 398.00 |
| 2,609 | Lbs. | Metal Reinforcement | .09 | 234.81 |
| 25 | Cu. Yds. | Rubble Masonry | 3.00 | 75.00 |
| 15 | M.-F.B.M. | Lumber & Timber | 40.00 | 600.00 |
| 400 | Lin. Ft. | Guard Fence (Force Account) | 1.50 | 600.00 |
| 7,300 | Cu. Yds. | Broken Stone Macadam--Waterbound | 3.85 | 28,105.00 |
| | | Sub-total | | $ 49,570.75 |
| | | 10% Engr. & Cont. | | 4,937.09 |
| | | Total | | $ 54,307.84 |

Length of Project 2.75 Miles
Cost per Mile $ 19,748.30

County Funds Available $ 10,000.00
State " " 22,153.92
Federal Aid Funds Requested 22,153.92

$ 54,307.84

Federal Aid Recommended _____

Office Engineer- - - - - - - - - -

JWD

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

July 22, 1920

C.P.R. #12

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

In reference to the Grand Ronde Section of the McMinnville-Tillamook Highway, Post Road project No. 12.

I have taken up the matter of refinishing this section with Mr. Rose of the Department of Public Roads and we have agreed on the following procedure:

That the entire section be refinished using a two inch thickness of 1½" crushed rock and a 1" thickness of screenings. This is to be wet and rolled as the original specifications call for. No binder is to be used. This material is to be placed at a depth of 6" in the center and feathered to the edge on each side so a 6" crown will be formed.

It is also the intention to build 400 feet of standard wood guard fence by force account.

The estimated quantities for this work are as follows:

| | | | |
|---|---|---|---|
| 3000 ~~1800~~ | cu. yds. crushed rock | @ $4.35 | $7830.00 |
| 400 | ft. standard wood guard fence | 1.50 | 600.00 |
| | T O T A L | | $8430.00 |

Respectfully submitted,

C. L. Gilbert

Division Engineer.

CLG:LM

July 14, 1920.

F.A. #12

Mr. C. L. Grutze,
Division Engineer,
Hebo, Oregon.

Dear Sir:

You will recall that the Bureau of Public Roads refused to make payment upon the last voucher submitted to them covering work on the Grand Ronde Section, due to the fact that the surfacing on this project did not meet with their requirements. In their letter in regard to this matter they stated that an inspection would be made in the spring, and they would be glad to discuss means of securing a satisfactory roadway.

In order to secure as much Federal Aid as possible for this work, we believe it would be desirable to handle the work that is proposed to be done on this section during the present season in such a manner as may meet with the approval of the Bureau of Public Roads. We believe that it would be possible to get the estimate increased so that Federal Aid can be secured upon the total amount of rock placed upon this section. We are accordingly writing to Mr. Purcell requesting that he arrange for an inspection of the project by one of his engineers in company with yourself.

If, after the inspection is completed, you will submit an estimate of the quantities of rock that will be required to complete this work, we will apply to the Bureau of Public Roads for an increase in the estimate upon which the project agreement is based, with a view to securing the maximum amount of Federal Aid.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

July 14, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In your letter of December 16th, 1919, refusing payment on our voucher for Federal Aid Project #12, submitted to you on November 19th, you stated that you would make an inspection of this project in the spring, and would be glad to discuss means for securing a satisfactory roadway.

We wish to advise you that we are now ready to start work on this project. We would therefore request that you have an inspection made of this work by one of your engineers in company with our Division Engineer, C. L. Crutze, with a view to determining what should be done to bring this project up to your requirements.

Mr. Crutze can be reached at Hebo.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

June 11, 1920.

Mr. W.E.Anderson,
Grand Ronde, Oregon.

Dear Sir:

As requested in your letter of June 7th, we are sending herewith a copy of the November 30th estimate under contract No. 91, and copies of the last quantity summary sheets covering work involved under contracts Nos. 78 and 91.

Very truly yours,

HERBERT HUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

I have no copy here of the
Est. Estimate Made on Grand Ronde Sec.
Contracts #91, and Est. of said Project #12 of
the McMinnville - Pittsburg Highway.
Would like to get a copy of same
for June Estimate.
Will have Guaranty Bond in my for
Co. Roads Sec. Contract #18 of above highway
in a few days.
Have discovered to fine Tarry
formation - guaranty Bond on
letter of Theabove file.

Supt Bridge
& Highways
Engr,

ANSWERED
S. H. Probert.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE

REFER TO FILE No. 481-Oregon 12.

POST-OFFICE BUILDING
PORTLAND, OREGON

May 24, 1920.

Mr. C. E. Grutze,
Resident Engineer,
State Highway Commission,
Hebo, Oregon.

Dear Sir:

Referring to your conversation with our Mr. Wright this morning, regarding additional bearing plates for Howe truss on Oregon Federal Aid project No. 12, in looking through our files we do not find any further information regarding a request for an additional half inch bearing plate in the panel points. The original design showed only a single half inch plate in each panel point, but on revised plans a channel was added which gives sufficient bearing and area. It may be possible that the additional plates were ordered by your bridge department to conform to conditions arising from field investigation, but according to our plans and information the one half inch plate with channel meets our approval.

Very truly yours,

C. L. McKinney

Acting District Engineer.

# FIELD ENGINEER'S WEEKLY REPORT

Section Grand Ronde — Date April 30, 1920.

Grande Ronde — Week from April 25 to May 2

Highway Alt. Mennville-Illamook — Job Prefixes 36 PA 20% 36 DA 80%
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Yamhill

Survey will be completed about — Number in party 3

Camp location Lebanon

Mail address Grand Ronde Oregon

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

**MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT**

Smith has crew of 15 men laying Water board Meredon
Starting at Station 2 + 25 working back to 5 + 35
Has laid the Bore of approximately 250'
Pave 18" Culvert put in at Sta 70 + 00
Have 2 sec completed on Grand Ronde Sec
Working up new set of Yardage sheets
Mercier with Boydston will start work on Mercier
Bridge Sta 171 Ben Ranch Sec May 3 or 4.

Signed W E Anderson

Title Resident Engr.

R. A. SMITH, Engineer
ROY A. KLEIN, Secretary and Assistant Engineer

Contract of W.H. Trent
P.R.12.

# OREGON STATE HIGHWAY COMMISSION

SALEM

H-bo, Oregon.
March 20, 1920.

Mr. Herbert Nunn,
State Hwy Engr,
Salem, Oregon.
Dear Sir:-

Replying to your letter of March 15th regarding cancelation of present contract of W.H.Trent, on the Grand Ronde Section of the Yamhill-Nestucca Highway, and letting new contract for the completion of the work. It is practically impossible to give the stations of the finished portion as all of it has to be gone over and touched up. Practically no ditching was done.

I talked to Mr. Trent quite recently regarding this matter and told him that to get any portion of the retained percentage his contract would have to be cancelled and a new contract let which would not only take considerable time but be difficult to do owing to the condition of the work. This seemed to satisfy Mr. Trent at the time and he informed me that if this was the case to let the matter drop as he did not wish to bother his bondsmen and other interested parties in letting a new contract.

I took up with Mr. Trent, at that time, the matter of refinishing the macadam on this section and as it will take mostly screenings and number two rock, Mr. Trent thought a higher price should be paid per yard than his present contract calls for. I informed him that I would take this matter up with you and let him know your disision. I have an idea that Mr. Trent would like to have this contract cancelled with a view to getting a higher price for this refinishing on any new contract.

This refinishing is necessary owing to the road bed not being properly ditched, not sufficient crown and also the conditions under which it was laid. It is not all Mr. Trents fault nor is it all the states fault and I am at a loss to know what adjustment should be made. If it is up to Mr. Trent to do this under his present contract none of this section is finished as the entire macadam laid has to have some work done.

Owing to these conditions I can not comply with your request that I send you the stations of the finished portion.

Very truly yours

C. L. Gruenig.

Vouch # 2388
Cancelled amt $ 4,229.82

IN YOUR REPLY PLEASE
REFER TO FILE NO.....P-3

March 1, 1919.
10.30 a. m.

NOTED
H.N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I enclose herewith a copy of letter and report of a representative of the Post Office Department referred to therein, which was transmitted to this Bureau by the Fourth Assistant Postmaster General. This is forwarded to you for your information and in order that you may take such action relative thereto as you may deem advisable.

Very respectfully,

D. J. Mitson

Acting Director.

Noted
C.A.D.

C. A. DUNN

Enclosures.

RECEIVED
MAR 3 1919

Make note
& file

Fourth Assistant Postmaster General

Washington.

RECEIVED
MAR 7 - 1919
STATE HIGHWAY ENGINEER

February 20, 1919.

The Director of Public Roads,

Department of Agriculture.

Sir:

A representative of this Department recently investigated the advisability of rearranging star route service in Yamhill, Tillamook and Lincoln counties, Oregon, and under date of the 6th instant submitted a report to the effect that the proposedchanges are not practicable on account of existing road conditions. The inspector recommends that Federal aid be granted for the improvement and construction of roads in the locality in question in such manner as may appear to be most practicable or necessary.

A copy of the report in question is herewith inclosed for such consideration as may be deemed appropriate.

Respectfully,

(Signed) Jas. I. Blakslee,

Fourth Assistant Postmaster General.

Spokane Division

Portland, Oregon, February 6, 1919.

The Inspector in Charge,
Spokane, Washington.

I am returning this case which relates to an investigation as to the advisability of establishing star route service between the post offices mentioned below:

Williamina to Hebo, Oregon; Hebo to Tillamook, Oregon: Hebo to Otis, Oregon; Taft via Otis to Rose Lodge, Oregon.

This service to be in supersedure of the following existing star routes:

No. 73189. Williamina to Otis.
No. 73190, Otis to Taft.
No. 73187, Cloverdale to Neskowin.
No. 73183, Cloverdale to Tillamook.
No. 73186, Hebo to Dolph, Oregon.

Under date of November 7, 1918, the Fourth Assistant transmitted to the Chief Inspector a number of communications, which are included herewith, addressed to his Office by Senator George E. Chamberlain and Representative W. C. Hawley, together with the petitions of I. P. Putnam and others, of Hebo, Charles Fox and others, of Meda, Chris Otzen and others, of Oretown, and Alfred Reynolds and others, of Tillamook, Oregon, for the establishment of the star routes above mentioned, in supersedure of the existing routes as above specified. Maps and time tables were also included, and request was made that the matter be referred for personal investigation at an early date by a representative of the Department with a view to making such recommendations as might be deemed appropriate.

Personal investigation has been made in this case by me at the points and on the dates specified below:

At Tillamook, Oregon, December 10, 11, 12 and 13, 1918.
At Hebo, Oregon, December 13 and 17, 1918.
At Rose Lodge, Oregon, and Otis, Oregon, December 14, 1918.
At Grand Ronde, Oregon, December 13, 1918.
At Taft, Oregon, December 15, 1918.
At Neskowin, Oregon, and Cloverdale, Oregon, December 16, 1918.
At McMinnville, Oregon, December 27 and 28, 1918.
On the proposed routes, on December 13, 14, 15, 16 and 17, 1918.

As a result of this investigation the following report is submitted:

Tillamook County has an area of 1125 square miles and is noted for its wealth of timber and its cheese making industry. Bounded on the west by the Pacific Ocean, and on the north, east and south by high mountains, it is a district whih is difficult to reach from any direction except via Willamina, Oregon.

But one railroad line penetrates Tillamook County, this being the Southern Pacific line from Hillsboro, Oregon, to Tillamook, Oregon. This road crosses the Coast Range of Mountains at an altitude of 1811 feet and follows the course of the Salmonberry River to the ocean. A very rough, mountainous region is traversed, with heavy grades, many sharp curves, and numerous tunnels, and because of heavy rain and snow storms in winter traffic is seriously interrupted every winter. At times it has been impossible to operate trains to Tillamook for three weeks or longer, and as there is no other mail route which connects the county with the remainder of the State, its inhabitants have been compelled to do without mail service unless arrangements could be made to forward the mail by temporary boat service. The blockade of the railroad line occurs every winter, to a greater or less extent, and there will probably always be dalys of this nature in the service over this line. On January 23, 1919, service on the line was interrupted by landslides and no trains were operated to Tillamook for several days.

There are 28 post offices in Tillamook County, and of this number thirteen are south of Tillamook, the terminal of the railroad, and are supplied by star routes from that office. From Tillamook to Neskowin, Oregon, the office farthest south in the county, is a distance of about 37 miles.

Before the construction of the railroad Tillamook received its mail supply from Forest Grove, Oregon, via the "Wilson River road", and from Yamhill, Oregon, via the "Trask River road". Since service has been performed by railroad these roads have been virtually abandoned and it is impossible to travel over them by use of a vehicle except during the summer.

The only practicalbe public road which is now open and connects Tillamook County with the remainder of the State is that extending south from Tillamook, via Hemlock, Beaver, Hebo, Dolph, and Grand Ronde to Willamina Oregon, a terminal of the Southern Pacific Railroad. This road is constructed through a natural pass in the Coast Range of Mountains and if it were properly improved it could be traveled by any kind of vehicle at all seasons of the year.

For 8½ miles south of Tillamook this road is hard surfaced, and funds have been appropriated and are now available for the construction of five miles of additional hard surface road which is to be improved this year. From the end of the pavement to Hebo the road is macadamized and is in good condition. From Hebo to Dolph, a distance of 12 miles, the road is in fair condition. Funds have been appropriated by the State of Oregon and by Tillamook County for the macadamizing of this road and the work had been commenced at the time investigation was made. This work will be completed by the fall of 1919.

Case 28765-C.

Extending eastward from Dolph towards Grand Ronde for a distance of 5.3 miles in the "Sourgrass Road", a fine macadam road which was constructed by Tillamook and Yamhill Counties during 1916 and 1917. This improved road ends at the boundary of the Grand Ronde Indian Reservation.

From this point to Grand Ronde, a distance of 6.8 miles, is an unimproved road which is in good condition during the summer months. However, during the rainy winter months this road is in a terrible condition. Because of deep mud, water holes, and unbridged streams it is virtually impassable for vehicles and it is rarely traveled except on horseback, excepting over the three miles extending west from Grand Ronde, which is now a portion of star route No. 73189, Willamina to Otis.

From Grand Ronde to Willamina the road is macadamized excepting about three miles just east of Grand Ronde, and this portion of the road is in fair condition. With some improvement of this three miles of road, and with the improvement of the road extending from Grand Ronde to the end of the "Sourgrass" road, a distance of 6.8 miles, it would be possible for motor vehicles to travel between Willamina and Tillamook at all seasons of the year.

It is for the purpose of securing Federal aid in improving this portion of the road, as well as for the construction of a road from Neskowin, Oregon, to Otis, Oregon, a distance of seven miles, under the provision of the Federal Aid Road Act, (Public-No. 156-64th Congress, H. R. 7617(, that the county Courts of Tillamook and Yamhill Counties have requested through their Congressopma; representatives, that investigation of the matter be made by the Post Office Department with a view to rearrangement of the existing star route service so as to cover the roads where improvement and construction is desired.

From Neskowin, Oregon, the present terminal of star route No. 73187, Cloverdale to Neskowin, to Otis, Oregon, there is now no public road. There is an abandoned private road, which is all but impassable for vehicles, from Otis to the end of the public road, about five miles east of Neskowin. This abandoned road follows an indirect route across the mountains between the two offices, the distance being about 12 miles. There is a trail which can be used by saddle or pack animals between Neskowin and Otis, the distance by trail being about six miles. On account of the amount of parcel post mail which is transported for the offices at Otis, Taft and Rose Lodge, Oregon, it would be obviously impracticable to attempt to carry this mail between Neskowin and Otis by existing trail or road.

Mr. C. W. Wanzer, Engineer of the Oregon State Highway Commission, informed me that a survey had been completed of a new road between Neskowin and Otis, the length of this road being little more than seven miles. The proposed road would cross the mountain with but a moderate percentage of grade and would be macadamized. It is estimated that this road would cost about $105,000 to construct. It is understood that Lincoln County has agreed to appropriate funds for the construction of the portion of this road which is in that county, this portion being little more than one mile in length.

The entire proposed rearrangement of star route service above mentioned is contingent upon the improvement of that portion of road extending from Grand Ronde to the "Sourgrass" road, so as to permit of the establishment of a route from Willamina to Hebo, and also upon the construction of a road from Neskowin to Otis.

If this were done it would be possible to establish a fast motor vehicle schedule on a star route from Willamina to Hebo, leaving Willamina immediately after arrival of the mail train, at 11.15 a. m., arriving at Hebo by 5.00 p. m., as the distance is but 34½ miles. Upon arrival of the mail at Hebo a fast motor vehicle could readily be operated from there to Otis, provided the proposed road had been constructed, so as to arrive at Otis by 8.00 p. m., thus advancing by 24 hours the delivery of mail to Otis, Taft and Rose Lodge, and to Meda, Oretown and Neskowin, over that of the present service.

There is no doubt but what this rearrangement should be made as soon as road improvement and construction redner it practicable. In addition to providing much more expeditious service for the offices above mentioned it would afford ready means of supplying all offices in Tillamook County in event of the interruption of train service which is constantly occurring during the winter months.

As the situation now exists the rearrangement is not practicable for the reason that there is no public road now existing between Neskowin and Otis, and the condition of the road for about seven miles of the distance between Grand Ronde and Dolph is such that a motor vehicle could not be operated over it in the winter, as it is scarcely passable for any kind of a vehicle. Therefore, if a route were to be established from Willamina to Hebo under existing conditions, the schedule would necessarily be slow and the carrier would be compelled to leave Willamina in the morning before the arrival of the train and no mail would be advanced over present deliveries.

Star route No. 73189, Willamina to Otis, length 35 miles, is a very difficult and expensive route to operate. After leaving Grand Ronde the road crosses Lance Mountain and then follows the course of the Salmon River to Rose Lodge and Otis. The grades over the mountain are very steep and the road is very rough and rocky. Much of this road has been "corduroyed", split or round poles having been used, and this makes rapid travelling impossible. In winter this road becomes in terrible condition on account of constant rain storms. Except where it has been "corduroyed" the mud is usually from one to two feet deep and there are large stones mixed through this mud so that travel over the road is rendered almost dangerous. It is actually necessary that passengers on the mail stage be strapped to the seats in order that they may not be thrown from the vehicle and injured when rocks are unexpectedly struck by the wheels.

A portion of this road, about seven miles long, which is in Tillamook County, is operated as a toll road, and the contractor is compelled to pay a toll of $1.00 per day for the passage of the mail vehicles. Between the foot of the Lance Mountain, where the route diverges from the road leading from

Grand Ronde to Dolph, and the Rose Lodge office, there are but 18 families supplied by the star route carrier in a distance of 15 miles. At least two-thirds of these families are located not more than four miles distant from the Rose Lodge office.

It is believed that as soon as a public road is constructed from Neskowin to Otis, mail for Taft, Rose Lodge and Otis should be routed via Grand Ronde, Dolph, Hebo, Cloverdale, Oretown and Neskowin, provided that the road between Grand Ronde and Dolph has then been improved, and that the difficult and expensive route from Grand Ronde, over the Lanoe Mountain to Rose Lodge and Otis, should then be abandoned.

There will be opposition to this procedure on the part of patrons who reside between Rose Lodge and Grand Ronde, who will thus be deprived of box and crane supply by the star route carrier. Further opposition will also be made by the business men of Willamina who will lose the commercial trade of this remote district when the Salmon River road is abandoned, as this traffic will undoubtedly be carried on with Tillamook as soon as the road is constructed between Otis and Neskowin. The road between Hebo and Neskowin. The road between Hebo and Neskowin is now in good cordition so that it is traveled by motor vehicles with but little difficulty throughout the entire year, and the extension to Otis would place that district within easy motor communication with Tillamook.

Included herewith is a statement addressed by the petitioners for the establishment of a star route from Willamina to Hebo, to Hon. W. C. Hawley and to the United States Postal Department, in which attention is called to the fact that Southern Pacific train No. 354, leaving Corvallis, Oregon, at 7.30 A. M. does not connect at Whiteson with train No. 104, which makes connection at Hillsboro, Oregon, with Portland and Tillamook train No. 141, and as a result early morning mails originating at Corvallis, Salem, Dallas, Falls City and other Willamette Valley points must be routed by Portland, Oregon, where connection is not made with Portland & Tillamook R. P. O., Train No. 141, thereby delaying delivery of this mail for 24 hours. It is stated that not only could this delay be obviated by the establishment of the route from Willamina to Hebo, but mails from the main line of the Southern Pacific Railroad could be routed from Salem, via Gerlinger, (n.o.), to Whiteson and Willamina and would be advanced in delivery to offices in the southern portion of Tillamook County by establishment of a route from Willamina to Hebo.

At the time this petition was submitted this statement was correct. However, this condition does not exist now as train schedules on the Southern Pacific lines were changed on December 17, 1918, and as a result of this change mails from all points above mentioned now reach Whiteson on Portland & Corvallis R. P. O. Train No. 354, at 8.15 A. M., connecting Portland and Whiteson R. P. O. Train No. 104, which arrives at Hillsboro, Oregon, at 9.59 A. M. where direct connection is made with Portland & Tillamook R. P. O. Train No. 141, which arrives at Tillamook at 4.15 P. M. Immediately after arrival of this train mails are dispatched by automobile mail stage to Hemlock, Beaver, Hebo, and Cloverdale, Oregon, arriving at Cloverdale, three miles south of Hebo, within four hours after departure from Tillamook.

[illegible] apparent that under existing conditions the establishment of a route from Willamina to Hebo would be of no actual advantage as respects the present performance of service, as no mail would be advanced in delivery and additional expense would be incurred for the operation of this route. Until a public road is constructed from Neskowin to Otis it will be necessary to maintain service over route No. 73189, Willamina to Otis, via Rose Lodge.

However, it is believed that the proposed road improvement and construction should be facilitated in any manner possible because of the great value which will result to the inhabitants of the districts affected, and also to the Post Office Department, by completion of the proposed projects. It has been learned from the County Court of Yamhill County that there has already been an appropriation of $40,000.00 made available by the Oregon State Highway Commission for the improvement of the 6.8 miles of road extending from Grand Ronde to the end of the "Sourgrass" road.

Service on star route No. 73189, Willamina to Otis, is now performed daily except Sunday over three miles of this portion of the road, extending from Grand Ronde to Lanoe Stage Station, (n.o.). From this point to Dolph, Oregon, a distance of about nine miles, there is now no existing service. Service from Dolph to Hebo is performed three times a week over route No. 73186.

Of the portion of road which it is desired to improve there is thus only about 3.8 miles which is not now being actually used for the carriage of mails. As the provisions of the Federal Aid Road Act set forth "that for the purpose of this Act the Term 'rural post road' shall be construed to mean any public road over which the United States mails are now or may hereafter be transported", it is not understood that it is necessary, in order that federal aid may be obtained for road construction or improvement, that the road be actually in use for the transportation of the mails. This being the case and in view of the fact that both that portion of the road extending east for 6.8 miles from Grand Ronde towards Dolph, which is to be improved, and that portion from Neskowin to Otis, which is to be constructed, will hereafter be used for transportation of the mails, in event of the proposed rearrangement of star route service, it is recommended that federal aid be extended for the performance of this work.

However, should it appear that it is necessary, in order to secure federal aid for road improvement, that the road be actually used for transportation of the mails, it is believed that the importance of the proposed improvement of that portion of the road extending 6.8 miles west of Grand Ronde is sufficient to warrant the establishment of star route service over this road in order to attain that end. It is true that so far as the mail service is concerned, the actual value of such service, under existing conditions, would be but nominal and would not justify the additional expense were it not for the purpose of enabling the road improvement to be made. However, this improvement is necessary to insure prompt and adequate mail service in the future, and for that reason it is considered that the additional expense would be justified

As service is now performed three times a week between Hebo and Dolph, it is evident that this service could be extended to Grand Ronde, a distance of 12.1 miles, without excessive expense. If it appears necessary to secure Federal aid for improvement of this road it is recommended that star route service be established three times a week between Grand Ronde and Hebo, Oregon, this to be in lieu of existing service, route No. 73186, Hebo to Dolph, Oregon, It is suggested that in event of the establishment of this route the schedule be arranged as follows:

Leave Grand Ronde, Oregon, Monday, Wednesday and Friday, upon receipt of mail from Willamina, but not later than 9.30 A. M.
Arrive Hebo, Oregon, by 4.30 P. M.
Leave Hebo, Tuesday, Thursday and Saturday, at 8.00 A. M.
Arrive at Grand Ronde by 3.00 p. m.

This schedule will provide for direct connection at Grand Ronde with mail stages for Willamina and Otis, and at Hebo with mail stages for Cloverdale and Tillamook.

As the investigation which has been made has shown that the proposed rearrangement of star route service, as mentioned above, is not practicable on account of existing road conditions it is, therefore, recommended that no action be taken in that connection, but it is recommended that federal aid be granted for the road improvement and construction designated above, in such manner as may appear to be most practicable or necessary.

Post Office Inspector.

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

36PA
Estimates.

RECEIVED
FEB 3 1920
STATE HIGHWAY EN

Hebo, Oregon.
Jan.30, 1920.

Mr.Herbert Nunn,
State Hwy Engr,
Salem, Oregon.
Dear Sir:-

Replying to your letter of Jan.27th regarding estimate of W.M.Trent.At the time this work was comtemplated Mr.Trent asked for $3.25 per yard but was informed that he would be paid for the work by force account.This seemed to be agreeable to him at that time.If he had any objections to make he should of made them when the force account oredr was given to him.He told me many times that the royalty on his rock was $0.05,per yard,the rent on his crusher was $0.05 per yard,and the cost of crushing was $1.35.The hauling cost $0.90 per yard.This makes a total of $2.35 the amount I have allowed.him.I have no objections to the force order being cancelled and him being paid at the rate of $3.25.The difference will be about $400.00.

Regarding the clearing Mr.Trent says he should receive payment for.The carbon copy I have of estimate #8 shows in the clearing column an item of extra clearing amounting to 8.62 acres at $200.00.This does not show on the voucher.There aretalso shown other items which do not show on the voucher.I am writing Mr.Trent offering prices for these items and will send his reply to you as soon as received.

Noted
S.K.P.
Taken up with
Mr. Grutze personally

Very truly yours
C.L. Grutze.
C.L.Grutze.

WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-1.

January 20, 1921.

25 1921

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover Oregon project No. 12 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LSB/fm

MODIFICATION OF THE PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on April 1, 1919, by the State Highway Commission of Oregon, and on May 26, 1919, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 12, and

WHEREAS the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of the project be increased from $14,993.47 to $19,993.47.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture, that the said project agreement be amended as follows:-

The third "Whereas" paragraph shall read:-

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand nine hundred ninety three and 47/100 dollars ($19,993.47) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of nineteen thousand nine hundred ninety three and 47/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per

cent of thirty nine thousand nine hundred eighty six and 95/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission on the 4th day of January, 19 21, and the Secretary on the 4th day of December, 19 20.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture.

REPLY PLEASE

O FILE NO.....

Engineering - Post Roads.

Oregon 12.

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

December 16, 1919.

RECEIVED
JAN 1 - 1920
STATE HIGHWAY ENGINEER

State Highway Department,
Salem,
Oregon.

Gentlemen:

We are returning herewith quadruplicate voucher for Oregon Project No. 12 submitted by you on November 19th.

In view of the material variation in the macadamizing of this road from the specification requirements and the present reported unsatisfactory condition of the road, we believe that further payments of Federal Aid should be deferred until next spring. At that time we will make another inspection of the work and will be glad to discuss with you means for securing a satisfactory roadway, utilizing the work already done and adding such additional stone as may be necessary,

Yours very truly,

J. H. Merrill

Acting District Engineer.

(Enclosures)

Noted
FAP.

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

Y PLEASE

FILE No. 481-Oregon 12.

POST-OFFICE BUILDING
PORTLAND, OREGON

Nov. 13, 1919.

State Highway Commission,

Salem, Oregon.

Gentlemen:

We have a letter from Washington which entirely sustains our objections to the use of dirt as a binder in the macadam on Oregon project No. 12. The use of clay or dirt as a binder in macadam is not approved by the Chief Engineer.

Very truly yours,

O. M. Roberts

District Engineer.

RECEIVED
NOV 15 1919

November 3, 1919.

Mr. C. H. Purcell, Acting Dist. Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

We are in receipt of your communication of October 30th relative to the plans for the 50 foot timber truss span between stations 331 and 356 on Oregon Federal Project No. 12.

Taking up the points which you mention in their order, our calculations show that the horizontal shear at joint $L_0$ is overstressed only 4% as originally designed. Inasmuch as practically every designing specification in use permits a variation of from 5 per cent to 10 per cent, we would consider this joint detail O. K. As actually constructed, the joint detail is good for about 50 per cent in excess of its designed stress so that this joint is entirely safe.

In regard to the bolster blocks, the 10 inch dimension was simply a mistake in drafting and we thank you for calling this to our attention.

In regard to thediagonals, these are of 8" x 8" timber and the 6 x 8 dimension was simply a mistake on the plans.

In regard to the joint U-1, which you suggest revising by moving the counter away from the joint, our calculations show the original detail to be adequate for carrying the stresses. In fact this detail will develop about 85 per cent of the maximum strength of the post and nearly 50 per cent greater strength than the maximum stress carried by the post. We believe that the detail as we show it is much more workmanlike and efficient than that which you suggest and feel sure that after careful consideration you will be inclined to agree with us.

In regard to the bearing plates, you will note that these have been revised by the addition of channels both top and bottom. This alteration was made on the ground and the plans have been corrected to show the detail as constructed. The bearing plates as shown on the plans now figure O. K. for bending, but are slightly overstressed in bearing.

In regard to the tension rods, ourcalculations show an overstress in the center rod of only 6 per cent which is within the limits of variation ordinarily employed.

We can not agree with you in regard to the detail at joint U-2, nor do our figures show any overstress in the floor beams.

In regard to drifting the fellos guard to the stringer and bolting the sway braces to the sap, these are, of course, minor details and do not materially affect the strength or the life of the structure. We have, however, taken care of this in our later designs in accordance with suggestions from your office.

We do not wish to take the attitude of quibbling or arguing about the corrections which your office makes in these plans, but in this particular case, the bridge is already constructed and alterations and additions to the design will be more or less expensive.

My understanding is that this bridge is not included in the Federal Aid Project, but simply comes within the limits of the project and that your only interest is in ascertaining that the structure as constructed conforms to standard requirements.

We are sending you a copy of the plans on which we have made what revisions are possible at this time, and, also, a copy of some rough calculations which I made while on the ground the other day.

I will try to drop in your office some time early next week to see you about this and several other matters.

Very truly yours,
[redacted],
State Highway Engineer.

By

Bridge Engineer.

CHMcC:VSF

October 10, 1919.

Mr. C. E. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir: [illegible] Oregon Project No. 12.

Your letter of October 9, regarding Oregon Project No. 12, received, and will say that it is the intention of the State Highway Department to complete this project this year and that we are laying a gravel sub-base at the expense of the state in order to provide a roadway over which to haul stone for the standard macadam specified.

Regarding our request for the use of a clay binder in base course, will say that we have discontinued the use of clay and that we will comply fully with your specifications until our request for change of specifications has been passed upon by your department.

Respectfully yours,

State Highway Engineer.

HH:HI

DISTRICT No. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

461 - Oregon 12

October 9, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Your letter of October 6 regarding Oregon project No. 12, received. Your statements as to difficulties encountered in macadam construction in this locality fully agree with the statements of our engineer.

In view of the fact that the rainy season is so nearly here the attempt to open the road by placing a gravel sub-base seems reasonable. We assume that if this is done that it will not be possible to complete the construction as specified and as covered by the project agreement, this winter.

If the gravel sub-base is placed by you and you should desire to have the state released from further work under the project agreement, we would suggest that you defer your formal request until next spring. We can then make an inspection of the road after it has had a winter's use and make such recommendations as may then seem proper.

Your request for amendment of the specification on this project to permit the use of clay binder has been forwarded to Washington.

We do not consider a clay bound macadam as equal to one bound with stone and screenings, and doubt whether Washington will approve the substitution. Under your specification, clay binder may be used in the macadam surface course at the option of the engineer. In this particular case, however, no such item was included in the estimate and the surfacing was specified as "Macadam, waterbound."

We note that revised plans are forthcoming for the new bridge.

Yours very truly,

C. W. Purcell

District Engineer.

October 6, 1919.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

I am in receipt of your letter of October 2, in re Project No. 12, Yamhill-Nestucca Highway.

For your information, will say that some time since I ordered overflow stone to be used which exceeds in size those prescribed in our specification, also that an order was issued to use a clay binder instead of screenings, as this seemed to be a more satisfactory method of construction, and wish to call to your attention the fact that we call for earth or other fillers to be used in case the engineer so directs.

In regard to oversizes, will say that this was purely of an emergency nature, as it is our intention to try and open the Tillamook highway this winter and it is absolutely necessary to use every pound of stone that can be produced in order to do this.

I note that you say a revised location has been made between Sta. 331 and 356, requiring the abandonment of a pile bridge and substitution of a 50 feet span Howe truss on concrete piers with 19 feet wood approaches on each end. Under separate cover, Mr. McCullough will make application this date for a change in design of structure.

In further explanation of the above facts, will say that the conditions in the Grand Ronde district are probably the worst in the state for macadam construction and that the contractors are badly handicapped because of lack of materials and labor, and public opinion is demanding that these roads be immediately opened for traffic. I made a personal inspection of this work last Saturday and issued the following order:

That the contractor be allowed to repair the highway between Grand Ronde and Bentley's at the expense of the state in order that hauling can be continued, and that the contractor immediately place a force account gang at points where no rock has yet been laid to haul in local gravel as a sub-base entirely at the expense of the state.

The above order will insure the opening of the road within the next two weeks for permanent travel and if your department insists, we will continue to carry out the specifications as written over the top of the force account work.

I am issuing an order this date to use no more oversized material, but will continue the use of clay binder until I hear further from your department.

Please find enclosed formal application for change of method in reconditioning.

Respectfully yours,

State Highway Engineer.

EH:HI

October 6, 1919.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

In re Project No. 12, Yamhill-Nestucca Highway. I hereby make application to your department to use a clay binder in the base course instead of the use of screenings as requested by your department. It is our interpretation of our own specifications that our engineer has the right to make such changes as we deem beneficial, and we call for alternate bids on clay and other earth fillers for this reason.

Respectfully yours,

State Highway Engineer.

HH:HI

DISTRICT No. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.

481 - Oregon 12

October 1, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

A representative of this department has just returned from an inspection of Project No. 12, the Yamhill Nestucca Highway.

His report indicates that, in the macadamizing of the surface, a radical departure has been made from the methods of construction described in the specification. In the base course stone is being used up to six or seven inches and that 10 to 20% is above the maximum specification size. An even more important change consists in binding the base course with clay loam instead of No. 1 stone and screenings. In the specifications page 42 it is said that "It is the intention to bind this course with small stone, etc." The specifications require the base to be rolled thoroughly before any binder is applied. As constructed at present, 5 inches of loose stone is spread and dirt binder shoveled up from the sides of the road scattered over the base course. The base is then rolled.

Mr. Warnick, your resident engineer, states that a considerable saving results from the use of dirt instead of broken stone and screenings or binder and undoubtedly it is a cheaper type of work but it is a different grade of construction from that specified. Where Federal Aid has been granted based on a pavement to be constructed under your specifications as approved, no changes in the type or methods of construction should be made without giving this department an opportunity to pass upon the advisability of such changes.

Another important change was noted on the work. The location has been revised between stations 331 and 356, requiring the abandonment of the original specified pile bridge and the substitution of an entirely new 50 foot span Howe Truss on concrete piers with 19 foot wood approaches on each end. No notice of this change reached this office. Even though no federal aid is asked for the

construction of this bridge, the plans should have been submitted for checking and approval, this being absolutely essential in all cases where any new bridges are to be constructed within the limits of a Federal Aid project.

We are always ready and glad to approve, or recommend the approval, of all changes which may seem proper or necessary during the progress of the work, but it is important, in order that we may be able to act promptly, that these matters be brought to our attention as quicly as possible after you decide that changes are desirable.

Plans of this proposed structure should be forwarded to us at once for review, and an expression of your views as to the points brought up in regard to the macadam surfacing.

Yours very truly,

C. H. Purcell

District Engineer.

BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

August 8, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
Oregon #12.

AUG 9 1919

State Highway Commission,
Salem, Oregon.

Dear Sir:

Reference is made to Post Road Project No. 12.

Voucher for this project has been held up by our Washington office on account of your failure to supply this Bureau with certified copy of contract, without which document it is impossible to pass the voucher for payment.

Your attention is called in this connection to Section 7, Regulation 7, of Rules and Regulations for carrying out the Federal Road Act.

Kindly forward this necessary document through this office at your earliest convenience.

Yours very truly,

C. N. Purcell

Acting District Engineer.

June 13, 1918.

Mr. L. I. Howe,
District Engineer,
Broadway-Yamhill Bldg.,
Portland, Oregon.

Dear Sir:

Replying to your letter of June 11, regarding Oregon Post Road Project No. 12, your statement noted regarding the width of gravel and authorization is hereby given to correct the width of surfacing to nine feet instead of eight feet, as shown on page three of the project statement.

It was our intention to spread the gravel to the width of nine feet and thank you for calling attention to this discrepancy.

Please pardon late answer regarding the same.

Yours very truly,

[redacted],
State Highway Engineer.

By

Assistant Engineer.

HAK:VGP

DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 12.

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

June 11, 1918

NOTED
R. A. K.

JUN 12 1918

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Answered RAK

Dear Sir:

May 28 this office addressed to Mr. Klein the following letter concerning Oregon post road project No. 12:

> "On page 3 of the project statement, under item 16, the width of surfacing is marked 8 feet, and on page 5, item 30, typewitten 'spread gravel 9 feet wide and 8 inches deep'. As I remember our conversation, you stated the width of surfacing to be 9 feet. If this is correct we will make change on project statement to correspond."

The project statement has been forwarded to Washington, "with the understanding that the State Highway Department will authorize correction of the project statement to read nine feet surfacing instead of eight feet". To date no reply has been received to our letter of May 28, above quoted.

Very respectfully,

James T. Schuyler
Acting District Engineer.

Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT.

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

Revised Aug 6. 1918 RWK

(DATE) May 13th, 1918

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 19 . . The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road Yamhill - Nestucca Highway
2. Located between Indian Reservation West boundary and Grand Ronde Store County of Yamhill
3. Distinguishing marks on sketch plan to identify project Grand Ronde
   West Boundary Indian Reservation, Bee Ranch
4. Points of beginning and ending West boundary Indian Reservation - Grand Ronde Store
5. Length (gross) 6.8 (net) 6.8

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route none ; miles of project used as a star route 2.7 ; miles of project not used as either rural or star route 4.1

Entire distance in Grand Ronde Indian Reservation

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction Is now used as mail route to Tillamook frequently when train service blocked by slides

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

9. Tolls collected on roads or bridges on this project, if any None

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1)

Link in connecting highway between Coast Highway and Pacific Highway

11. Purpose to be served by project Make possible to keep road open entire year between Coast and Willamette Valley. Connects dairy district (coast) with hay and grain district (valley).

12. Improved roads adjacent or contiguous and type of each Tillamook to Hebo - 7 miles hard surface, balance gravel, on West side. On east side, Mc Minville to point 2 miles East of Grand Ronde - rock road - 4 miles of hard surface included

(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Auto traffic to Tillamook Beaches in summer - local traffic all year - Auto truck traffic will develop.

14. Description and present condition of traveled way Dirt and corduroy road - very rough

15. Width of existing right of way Not defined

16. Proposed width of surfacing ~~Eight~~ Nine.

17. Proposed type of construction Twenty-four foot roadbed

18. Location, nature, and extent of deposits of local materials suitable for use on this project

Gravel from Yamhill River or rock from quarry at Station 105

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet

One 40' span - timber - over Yamhill River. One 30' span - timber - Cedar Creek. Plan to build new approaches to present bridge across Agency Creek and Yamhill River.

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

(a) State Highway Commission (b) State Highway Commission

# R E S O L U T I O N

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2, of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties, for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission, or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED that the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any Federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the Laws of the State of Oregon, and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvements in the State of Oregon.

* * * * * * * * * *

I, G. Ed. Ross, duly appointed secretary for the Oregon State Highway Commission, do hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

G. Ed. Ross (Sec.)

Secretary

24. Preferred order for this project with regard to other projects contemplated Account climatic conditions necessary to complete work in summer season.

25. Reconnaissance estimate of cost of project:

Made by R. A. Klein, Assistant Engineer Date May 13th, 1918

| Approximate Quantity | Unit | Item | Price | Amount |
|---|---|---|---|---|
| 4,000 | cu. yds | Solid Rock Excavation | $1.50 | $6,000.00 |
| 8,400 | " " | Intermediate " | .75 | 6,300.00 |
| 40,000 | " " | Common Excavation | .50 | 20,000.00 |
| 20,000 | " " (per 100') | Overhaul | .03 | 600.00 |
| 31 | acres | Clearing & Grubbing | 250.00 | 7,750.00 |
| 740 | feet | 12" concrete pipe | 1.46 | 1,080.40 |
| 604 | " | 18" concrete pipe | 2.50 | 1,510.00 |
| 88 | " | 24" concrete pipe | 3.20 | 281.60 |
| 30 | " | 30" concrete pipe | 3.80 | 114.00 |
| 116 | " | 36" concrete pipe | 4.60 | 533.60 |
| 190 | cu. yds | concrete | 30.00 | 5,700.00 |
| 323 | feet | timber trestle | 8.00 | 2,584.00 |
| 1 | span | 40 feet long | | 450.00 |
| 1 | " | 30 feet long | | 300.00 |
| 8,000 | cu. yds. | loose gravel | 2.50 | 20,000.00 |

| | | | | | |
|---|---|---|---|---|---|
| 120 | " | " | rubble masonry | 6.00 | 720.00 |
| | | | | | $73,923.60 |
| | | | | 10 % | 7,392.36 |
| | | | | | $81,315.96 |

Length 6.8 miles

Cost per mile $11,958.23

Structures over 20′ span ...

Length, 6.8 miles. Subtotal,

Cost, $ per mile. 10% Engineering and Contingencies,

Total,

This estimate approved by :

Herbert Nunn
(Title) State Highway Engr.

| | | |
|---|---|---|
| Funds to be supplied | Yamhill County | $10,000.00 |
| " " " | State of Oregon | 35,657.98 |
| Desired from Federal | Government | 35,657.98 |
| | Total estimated cost | $81,314.96 |

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project Standard form State Highway contract

30. Additional remarks: This is important link to connect Coast and Willamette Valley and should be surfaced at same time grading is done or road will be impassible this winter. Propose to take gravel from river beds along route. Spread gravel 9 feet wide and 8 inches deep.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By [signature]

Chairman
(Title of officer.)

By W. L. Thompson (Absent)

Commissioner
(Title of officer.)

By [signature]

Commissioner
(Title of officer.)

I, Paul C'f Belt, hereby certify that I am the duly appointed Postmaster of the Post Office known as Willamina; that I am familiar with the roads over which the United States mail is carried and that I further certify that the the portion of the State highway between Grand Ronde and the Yamhill River bridge is used as a star route for the distance between the points given which is 2.7 miles.

Mail is carried daily (except Sundays) over the portion of road described above as a star route. About 600 lbs of parcel post mail is carried daily and the entire road is used as a mail route to Tillamook when the railroad is blockaded, which happens frequently every winter.

Signature Paul C'f Belt

Postmaster at Willamina, Oregon.

May 2nd 1918

I, A. J. Whitaker, hereby certify that I am the duly appointed Postmaster of the Post Office known as Grand Ronde; that I am familiar with the roads over which the United States mail is carried and that I further certify that the the portion of the State highway between Grand Ronde and the Yamhill River bridge is used as a star route for the distance between the points given which is 2.7 miles.

There is an average of 62.600 lbs. of parcels post carried over this star route per year. Whole road thru to the "Rio ranch" was formerly used as a star route, and mail is carried over it a part of each winter on account of washouts on the Tillamook R.R. Better mail service could be given the destitute people over this route, than over present one, if roads were good.-

Signature (A. J. Whitaker)

Postmaster at Grand Ronde, Oregon.

The Yamhill County Court requested that that portion of the Yamhill - Nestucca Highway known as the Sourgrass Route, starting at the Indian Agency and continuing about eight miles, and which was in very bad condition, be made a post road project, at least six miles of it be included as such, and they agreed to provide $10,000 on condition that the State and the Government each would allot $15,000, making a $40,000 project. This arrangement was agreeable to the Commission and the State Highway Engineer was instructed to prepare the necessary plans and specifications for submission to the Government as a post road project.

STATE OF OREGON
ss
County of Marion

I, G. Ed Ross, Secretary of the Oregon State Highway Commission do hereby certify that the foregoing copy of the minutes of the Oregon State Highway Commission has been compared by me with the record as it appears in Volume II page 339 and 340 of the minute book, wherein all official acts of the said Oregon State Highway Commission are recorded, and that the same is a true and correct transcript therefrom.

The Sour Grass Route referred to above is now called the Grand Ronde Section of the Yamhill - Nestucca Highway and begins at the West boundary of the Indian Reservation and ends at the Grand Ronde Store.

IN WITNESS WHEREOF, I have hereunto set my hand this 27th day of May 1918.

G. Ed Ross.
Secretary
Oregon State Highway Commission.

# C O U N T Y  C O U R T.

YAMHILL COUNTY, OREGON.

McMinnville, Oregon. May 21st 1918.

Copy of Commissioners Docket of December the 5th 1917.

In the matter of the amount of funds to be raised by taxation for maintenance of the different branches of County government, and the amount of the Budget for the coming year 1918, and to be levied on the 1917 assessment of Yamhill County

This being the time to make up the Budget for the coming year, and after careful consideration of the Counties needs for this purpose, the following amounts for the various purposes as Itemized is ordered published in the two County Official newspapers viz, the Telephone Register and the News Reporter, and the first publication of the same to be in the December seventh Issue of said papers, calling for said Budget meeting to be held on the 29th of December at 10 oclock A. M, at the Court House, and the following Items are recommended, viz.

Grand Ronde Road Bed $10,000.00

And other items,

Signed W. W. Nickell — County Judge

W. S. Allan — Commissioner

S. E. Cummins — Commissioner.

Rec. Vol 4 Page 315
County Commissioner's Docket.

CERTIFICATE OF TRANSCRIPT.

STATE OF OREGON, )
) ss
County of Yamhill. )

I, C. B. Wilson, Clerk of the County Court of the County of Yamhill and State of Oregon, do hereby certify that the foregoing copies of order of Dec. 5th, and Dec. 29th, 1917, for appropriation to Grande Ronde Road Bed has been by me compared with the original, and that it is a correct transcript therefrom and of the whole of such originals, as the same appears at my office and in my custody and of record.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said Court, this 22nd day of May A. D. 1918.

Signed C. B. Wilson
Clerk of the County Court
By
Deputy.

(SEAL)

HIGHWAY DEPARTMENT

Tamhill - Nestucca Highway. Grand Ronde 2.75 Miles West.

Preliminary Estimate Sta. 216+00 to 361+37.7

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Excavation | S.R. | | 2110 | C.Y. | @ 1.60 | | 3 | 376.00 |
| " | Int. | | 2370 | " | @ .85 | | 2 | 014.50 |
| " | Com. | | 15330 | " | @ .50 | | 7 | 665.00 |
| Overhaul | | | 4600 | C.Y. Sta. | @ .03 | | | 138.00 |
| 12" Pipe (Concrete) | | | 372 | Lin. Ft. | @ 1.46 | | | 543.00 |
| 18" " | " | | 90 | " " | @ 2.50 | | | 225.00 |
| 24" " | " | | 64 | " " | @ 3.20 | | | 204.80 |
| 2' x 4' Conc. Box (26 Lin. Ft.) | | | 12.5 | C.Y. Conc. | @ 30.00 | | | 375.00 |
| 3' x 3' " " (26 " ") | | | 14.0 | " " | @ 30.00 | | | 420.00 |
| 4' x 4' " " (24 " ") | | | 22.5 | " " | @ 30.00 | | | 675.00 |
| 4 - 19' Timber Spans (Agency Co. App.) | | | 76 | Lin. Ft. | @ 10.00 | | | 760.00 |
| Rubble Masonry Walls | | | 25 | C.Y. | @ 8.00 | | | 200.00 |
| Clearing & Grubbing | | | 7.6 | Acres | @ 300.00 | | | 2,280.00 |
| Macadam Crushed Rock | | | 4300 | C.Y. | @ 4.00 | | | 17,200.00 |
| | | | | | | | | 36,075.80 |
| Engineering & Contingencies 10% | | | | | | | | 3 607.58 |
| | | | | | | | Total = | $ 39,683.38 |

Cost per mile - 14,430.32

D E P A R T M E N T  O F  T H E  I N T E R I O R.

UNITED STATES INDIAN SERVICE.

- - - - -

Siletz, Ore.m Aug. 26, 1918.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

My dear Sir:

Replying to your letter of the 15th inst. relating to a public road across the Grande Ronde Reservation I would reply to your several questions as follows:

First - The Federal Government does not contribute to the maintenance of any road on the Grande Ronde Reservation. The public roads there have been laid out and maintained under the State laws.

Second - All the land on the Grande Ronde Reservation has been allotted to Indians but the greater part is in the hands of white men who have acquired it by purchase and by Indians who have fee simple titles issued to them by the Government and all of this part is subject to taxation. There were originally 269 trust allotments on the Grande Ronde Reservation. At the present time there are 61 allotments all, or part of which are held under trust patents and not subject to taxation. This leaves 203 of the original trust allotments now held by fee simple title by white people and Indians and subject to taxation.

Third - Minors holdings are covered in No. 2 above.

Fourth - The only financial aid given by the Government to the Grande Ronde Indians is the issue of a limited amount of rations to some of the aged and infirm and occasionally medical treatment. This is to about the same extent as the County renders indigent citizens. The Government work is confined mostly to the care and management of the trust property.

Fifth - The Grande Ronde Indians are citizens with the right of franchise and land held by them under fee simple title is subject to taxation. The only property they own not subject to taxation is the trust land, mentioned above, and some money derived from the sale of trust land and held in Government depositories subject to Governmental supervision.

State OREGON

Project No. 12
(Not to be filled in)

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) August 6, 1918

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by

1. Local name of road Yamhill-Nestucca
2. Located between Yamhill River Bridge and Grand Ronde County of Yamhill
3. Points of beginning and ending Yamhill River Bridge - Grand Ronde Spre
4. Length in miles (gross) 2.75 (net) 2.75

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as star route 2.75; rural route none; miles over which there is a reasonable prospect that a mail route will be established none; miles over which there is no reasonable prospect shown that a mail route will be established None, which is ..... per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1).. Improve existing road to make this section passable entire year. Link in connecting highway between Coast Highway and Pacific Highway.

11. Improved roads adjacent or contiguous and type of each Tillamook to Hebo 7 miles hard surface, balance gravel, on west side; on east side McMinnville to point 2 miles east of Grand Ronde rock road, 4 miles of hard surface included.
(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks....., (b) passenger motor vehicles....., and (c) horse drawn vehicles..... Traffic varies with season. Mail stage and few local teams in winter. Impassable for autos in winter. See attached sheet.

Grand Ronde, Oregon, June 3rd 1918.

A sworn Statistical observation and counting of vehicles, and foot men passing a point in Section one, Township 6 south Range 8 west of Willamette Meridian in Oregon, also known as Grand Ronde on the ocean highway leading to Tillamook and Taft from the terminus of the S. P. R. R. at Willamina, Yamhill County, Oregon.

I, Cary Petersen, first being duly sworn herewith certify that I have counted and marked on a blackboard for the purpose the automobiles, sadle horses, teams, bicycles, and foot men, passed my place on the above described plans and date of June the 1st and second 1918, as follows:

212 Automobiles
6 sadle horses
80 teams
6 bicycles
100 footmen
24 horses

(Sgd) CARY PETERSEN

Subscribed and sworn to before me a Notary Public for the State of Oregon, this 3rd day of June 1918.

(Sgd) M. Petersen.

(Seal) My Commission expires Dec. 27, 1919.

15. Proposed width of surfacing 12 ; feet between ditches 24 ; approximate maximum gradient 5 per cent.

16. Proposed type of construction Road bed twenty four feet; macadam surface

17. Location, nature, and extent of deposits of local materials suitable for use on this project Suitable rock one mile off road at Grand Ronde. Also good quarry one and one-half miles west of west end of project on road
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet New approach Agency Creek Bridge. 4 - 19 ft. timber spans standard trestle.
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by Sale of bonds under Chapter 175, Laws of 1917. $388,000 now on hand.
(State or (and) County)

20. Amount of funds which are/will be available for construction: (a) State $14,841.69 Chapter 175 Laws of 1917.
(Amount) (Source: refer to statute)

(b) County $10,000. Raised by taxation in 1918 budget. (See copy resolution)
(Amount) (Source: refer to statute)

21. Funds for maintenance to be provided by
(State or (and) County)
from the following sources:

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2, of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties, for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission, or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED that the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any Federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the Laws of the State of Oregon, and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvements in the State of Oregon.

* * * * * * * * * *

I, Roy A. Klein, Acting Secretary for the Oregon State Highway Commission, do hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Acting Secretary

25. Reconnaissance estimate of cost of proj

Made by Roy A. Klein Date August 1, 1918.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 2110 | Cu. yds. | Excavation, Solid Rock | 1 60 | 3,376 00 |
| 2270 | " " Sq. yds | " Surfacing of Intermediate | 85 | 2,014.50 |
| 15330 | " " | " Common | 50 | 7,665.00 |
| 4600 | " " Sta. | Overhaul | 03 | 138 00 |
| 372 | Lin.Ft. | 12" Pipe (Concrete) | 1 46 | 543 00 |
| 90 | " " | 18" " " | 2 50 | 225 00 |
| 64 | " " | 24" " " | 3 20 | 204 80 |
| 12.5 | Cu.yd. | Conc. 2'x4' Conc. Box (26 Lin.ft.) Structures of 20' span or under | 30 00 | 375.00 |
| 14.0 | " " " | 3'x3' Conc. Box (26 Lin.ft.) Structures over 20' span | 30 00 | 420 00 |
| 22.5 | " " " | 4'x4' " " (34 " " ) Other items | 30 00 | 675 00 |
| | | (Agency Cr. App.) | | |
| 76 | Lin. Ft. | 4 - 19' Timber Spans | 10 00 | 760 00 |
| 25 | Cu. yd. | Rubble Masonry Walls | 8 00 | 200 00 |
| 7.6 | Acres | Clearing & Grubbing | 300 00 | 2,280 00 |
| 4300 | Cu. yd. | Macadam - crushed rock | 4 00 | 17,200 00 |

Length, 2.75 miles

Cost, $14,430.32 per mile.

| | |
|---|---|
| Subtotal, | 36,075 80 |
| 10% Engineering and Contingencies, | 3,607 58 |
| Total | $39,683.38 |

This estimate approved by:

(Title) State Highway Engineer

26. Amount of Federal aid desired $14,841.69

(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses. As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon

29. Additional remarks This is important link to connect Coast and Willamette Valley and should be surfaced at same time grading is done or road will be impassable this winter. Propose to quarry rock at quarries at each end of this project, build macadam surface 12 feet wide 6 inches thick compacted.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]

Chairman
(Title of officer)

By [signature]

Commissioner
(Title of officer)

By R. A. BOOTH, ABSENT

Commissioner
(Title of officer)

COPY

Willamina, Oregon

May 2, 1918.

I, Paul C. Belt, hereby certify that I am the duly appointed Postmaster of the Post Office known as Willamina; that I am familiar with the roads over which the United States mail is carried and that I further certify that the portion of the State highway between Grand Ronde and the Yamhill River bridge is used as a star route for the distance between the points given which is 2.7 miles.

Mail is carried daily (except Sundays) over the portion of road described above as a star route. About 300 lbs. of parcel post mail is carried daily and the entire road is used as a mail route to Tillamook when the railroad is blockaded, which happens frequently every winter.

Signature (PAUL C. BELT)
Postmaster at Willamina, Oregon.

COPY

Grand Ronde, Oregon,

May 2nd, 1916.

I, A. J. Whitaker, hereby certify that I am the duly appointed Postmaster of the Post Office known as Grand Ronde; that I am familiar with the roads over which the United States mail is carried and that I further certify that the portion of the State highway between Grand Ronde and the Yamhill River bridge is used as a star route for the distance between the points given which is 2.7 miles.

There is an average of 62,600 lbs. of parcel post carried over this star route per year. Whole road thru to the "Bee ranch" was formerly used as a star route, and mail is carried over it a part of each winter on account of washouts on the Tillamook R. R. Better mail service could be given the Nestucca people over this route than over present one, if roads were good.

Signature (A. J. WHITAKER)
Postmaster at Grand Ronde, Oregon.

The Yamhill County Court requested that that portion of the Yamhill-Nestucca Highway known as the Sourgrass Route, starting at the Indian Agency and continuing about eight miles, and which was in very bad condition, be made a post road project, at least six miles of it be included as such, and they agreed to provide $10,000 on condition that the State and the Government each would allot $15,000, making a $40,000 project. This arrangement was agreeable to the Commission and the State Highway Engineer was instructed to prepare the necessary plans and specifications for submission to the Government as a post road project.

STATE OF OREGON )
) ss.
County of Marion )

I, Roy A. Klein, Acting Secretary of the Oregon State Highway Commission, do hereby certify that the foregoing copy of the minutes of the Oregon State Highway Commission has been compared by me with the record as it appears in Volume II Pages 339 and 340 of the minute book, wherein all official acts of the said Oregon State Highway Commission are recorded, and that the same is a true and correct transcript therefrom.

The Sour Grass Route referred to above is now called the Grand Ronde Section of the Yamhill-Nestucca Highway and begins at the West boundary of the Indian Reservation and ends at the Grand Ronde Store.

IN WITNESS WHEREOF, I have hereunto set my hand this 3d day of August, 1918.

Roy A. Klein
Acting Secretary
Oregon State Highway Commission.

# C O U N T Y  C O U R T

YAMHILL COUNTY, OREGON.

McMinnville, Oregon, May 21" 1918.

Copy of Commissioners Docket of December the 5" 1917.

In the matter of the amount of funds to be raised by taxation for maintenance of the different branches of County government, and the amount of the Budget for the coming year 1918, and to be levied on the 1917 assessment of Yamhill County )

This being the time to make up the Budget for the coming year, and after careful consideration of the Counties needs for this purpose, the following amounts for the various purposes as Itemized is ordered published in the two County Official newspapers viz, the Telephone Register and the News Reported, and the first publication of the same to be in the December seventh Issue of said papers, calling for said Budget meeting to be held on the 29" of December at 10 o'clock A. M., at the Court House, and the following items are recommended, viz.

Grand Ronde Road Bed $10,000.00

And other items,

Signed W. W. Nickell County Judge

W. S. Allan Commissioner

S. E. Cummins Commissioner

Rec. Vol 4 Page 315
County Commissioner's Docket.

# C O U N T Y  C O U R T.

YAMHILL COUNTY, OREGON.

McMinnville, Oregon, May 21" 1918.

Copy of Commissioners Docket of December the 29" 1917.

Pursuant to the notices hereto-fore published in the Telephone Register, and the News Reporter, a meeting of the tax payers of Yamhill County, Oregon, was held in the Court Room in the Court House, in McMinnville, Ore. at 10 o'clock A. M. on December 29" 1917, there being present about three hundred people, at which time and place a hearing was had by the tax-payers present, an open and free discussion was had on the proposed levy as per Items set forth in the Budget as published, and upon such hearing the discussion being favorable to a tax being levied in accordance with the various Items set forth in said Budget as published, which said published Budget is as follows, viz-

Grand Ronde Road Bed $10,000.00

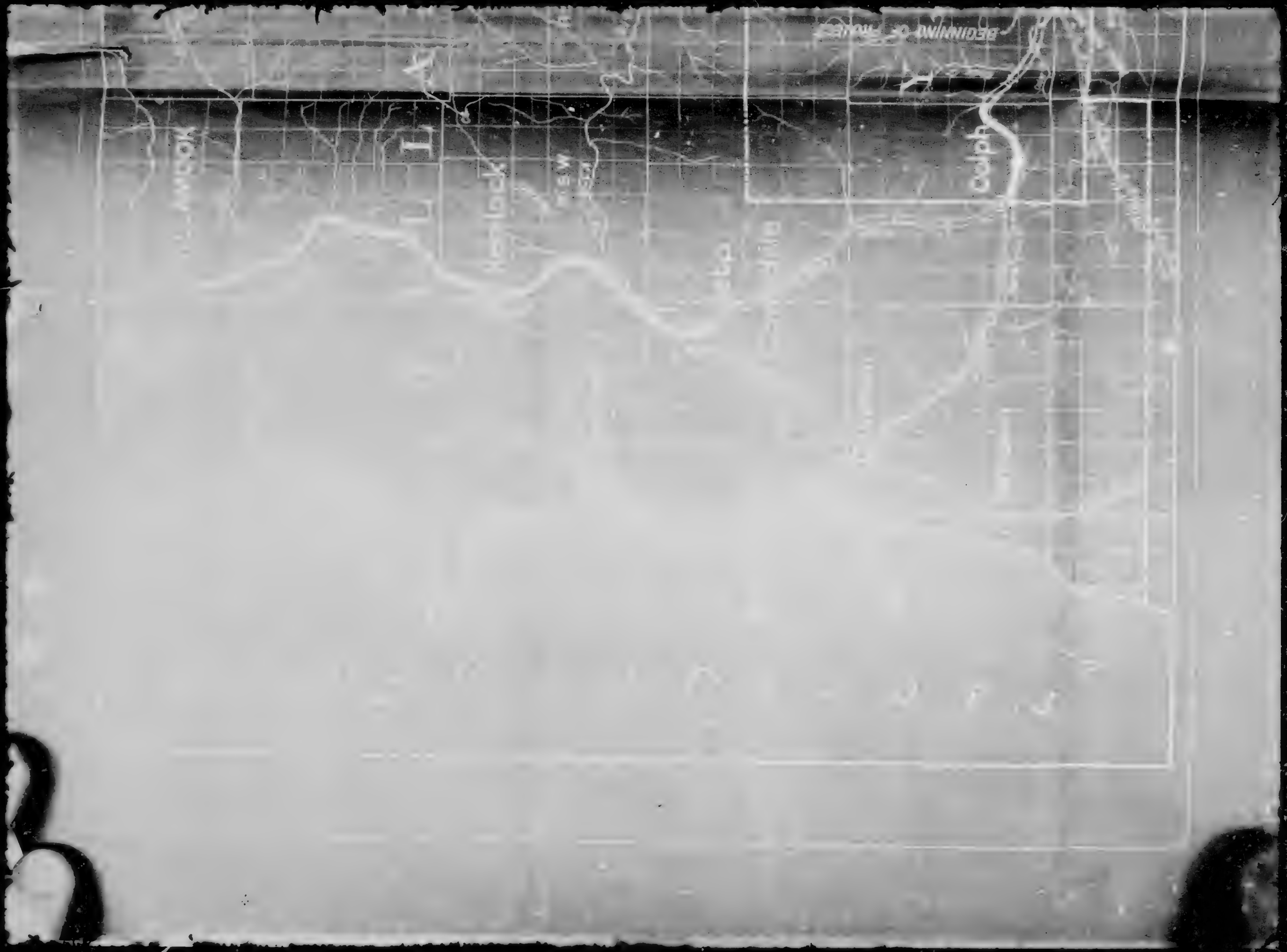
And other Items,

Signed W. W. Nickell County Judge

W. S. Allan Commissioner

S. E. Cummins Commissioner

Recorded Vol. 5 Page 2,
County Commissioner's Docket.



MINNVILLE
K

COPY FOR STATE HIGHWAY COMMISSION, OREGON

P-3

May 29, 1919.

MEMORANDUM FOR DISTRICT ENGINEER AT PORTLAND, OREGON.

On May 26 the Acting Secretary executed the project agreement and certificate to cover Oregon project No. 12. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each of the agreement and certificate for your files.

P. St. J. Wilson,
Acting Director.

Enclosures.

By
Assistant in Road Management.

leb-mm

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE.

OFFICE OF THE SECRETARY.

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES.

*(Under "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from Yamhill River Bridge to Grand Ronde Store locally known as the Yamhill-Nestucca Highway, Yamhill County and designated in the records of this Department as Project No. 12, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 39,986.95 as the total estimated cost of said project, and the sum of $ 14,993.47 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 26th day of May one thousand nine hundred and nineteen, as witness my hand and the seal of the Department of Agriculture.

Acting *Secretary of Agriculture.*

Form P. R. I. 2

State Oregon

Project No. 12

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

Form P. R. 1.9

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of April, 19 19, by and between the State Highway Department of the State of Oregon, constituting, for the purpose hereof, the Highway Department of the State of ____, hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled, "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 6th day of August 19 18, a project statement, which was approved by the Secretary on the 10th day of October, 19 18, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 26th day of May, 19 19; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, nine hundred and ninety-three and 47/100

dollars ($ 14,993.47) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State of Oregon. Sale of bonds under Chapter 175, Laws of 1917.
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the County of Yamhill by tax levy.
By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between Yamhill River Bridge

and Grand Ronde Store

terminal points, a distance of 2.75 miles, known

locally as the Yamhill-Nestuca Highway, Yamhill County Road

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and

* Strike out if not appropriate.

approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project may be performed by contract, by force account or by convict labor as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(b) It is mutually agreed that the 60 ft. bridge now in place between survey stations 345-78 and 346-38 shall be subject to inspection and approval of the Secretary or his authorized agents and that such repairs as may, in the judgment of the Secretary or his said agents, be deemed necessary, will be made by or under the direction of the Highway Department in accordance with plans and specifications approved by said subject to the inspection and approval of the Secretary or his said agents and without aid from the Federal Government.

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of fourteen thousand, nine hundred and ninety-three and 47/100

dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of thirty-nine thousand, nine hundred and eighty-six and 95/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the~~

General.

~~Secretary of the Treasury a warrant for the payment of the said certified sum, or so~~
thereof as may be due under the terms hereof, to .....
.....
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)
~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....
the State Treasurer, Salem, Oregon
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)
Oregon of such sums as shall not together with previous payments
(Name.)
exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.
(Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of ~~$10,000~~ $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

## RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary

~~such maintenance is placed by the laws of said State, under the supervision of the Highway~~ Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 26th day of May, 19 19.

State Highway Department of the State of Oregon
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission.
(Title of officer.)

By .....
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission.
(Title of officer.)

By .....
State Highway Engineer.
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting *Secretary of Agriculture.*

~~40~~ P. P. #12

APRIL 8

1919

Mr. W. M. Trent,
McMinnville, Oregon.
Dear Sir:

The State Highway Commission today received four copies of the contract and bond covering the Yamhill-Nestucca Highway, Grand Ronde Section. I notice that your bond is signed by S. E. Cummins and DeHaven & Bond Hardware Company as sureties. The bond is signed by William DeHaven as president, from which I take it the company is incorporated. From the name of the firm, indicating that it is engaged in the hardware business, I take it that, if incorporated, the articles of incorporation would not authorize them to become sureties on bonds, and if this is true, we would not want to accept a bond with the firm as surety.

Please let me hear from you by early mail in this regard.

Respectfully,

Assistant to the Attorney General.

JMD-MH

McMinnville, Ore. April 5, 1919

State Highway Commission
Salem, Oregon

Gentlemen:

I am returning to you by to day's express the specifications proposels and bond of the Yamhill,Nestucca Highway, Grand Ronde Section which has been signed by my self and the bond signed by S. E. Cummins and DeHaven & Son Hardware Co., sureties.

I will refer you to the McMinnville National Bank,McMinnville Oregon and Bradstreet & Co. for qualifications of said sureties.

Should you find that these are not properly executed in any way, please return to me at once with directions, and I will see that the same is properly attended to.

Yours truly.

W N Trent

January 10, 1919.

Mr. L. I. Hewes,
Office of Public Roads,
Broadway-Yamhill Building,
Portland, Oregon.

Dear Sir:

We are today expressing to you the plans for the improvements of the Cronin Roads section of the Pacific Highway in Yamhill County, Federal Aid Project No. 12. You will find enclosed three copies of the cost estimate for this project. It is contemplated that the work on this project will be done under our standard specifications as approved by the Office of Public Roads and Rural Engineering on June 5, 1918.

Respectfully,

State Highway Engineer.

By E. J. Kent

MEP-MR

Encs

We desire to call for bids on this work at the earliest possible date and we would therefore appreciate anything that you can do to assist in securing an early approval.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....
481 - Ore. F. A. 12

October 12, 1918. BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

RECEIVED
OCT 16 1918
STATE HIGHWAY
ENGINEER
Salem - - Oregon

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

Reference is made to Post Road Project Statement No. 12. This statement was forwarded by us to the Washington Office on August 29, but as yet has not been acted upon.

As noted in the telephone conversation with Mr. Klein sometime ago, the weak point in this revised project statement as submitted is the resolution of the Yamhill County Court. This resolution provided for the appropriation of $10,000 with the understanding, apparently that at least six miles of road be built. Since the revised statement calls for only 2¾ miles, the question arises as to whether the county would be willing to appropriate the $10,000 for this reduced mileage. This point has never been cleared up, and we suggest that if necessary, another resolution be substituted for the one submitted.

As regards plans for the revised portion of this project, we presume that these will be submitted at an early date.

Very truly yours,

L. I. Hewes

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING,
WASHINGTON D. C.

NOTED
H. N.

IN YOUR REPLY PLEASE
REFER TO FILE NO. P-3

October 11, 1918.
3 p.m.

RECEIVED
OCT 19 1918
STATE HIGHWAY
ENGINEER
Salem Oregon

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On October 10 the Acting Secretary of Agriculture approved Oregon project No. 12, involving the improvement of 2.75 miles of the Yamhill-Nestucca Road in Yamhill County.

In connection with this project your attention is called to Bulletin No. 1, recently issued by the U. S. Highways Council, governing highway construction, maintenance, and reconstruction during the period of the war.

Very respectfully,

L. W. Page.
~~Acting~~ Director.

File

August 15, 1918.

Mr. Edwin L. Chalcraft, Superintendent,
Siletz Indian Reservation,
Siletz, Oregon.

Dear Sir:

The State Highway Department is undertaking to build, in cooperation with Yamhill County and the Federal Government, through the U. S. Office of Public Roads, a highway known as the Grand Ronde Section of the Yamhill - Eastmoss Highway between the Grand Ronde Store and Bee Ranch, on the west line of the Reservation, a distance of about 6.8.

In transmitting this project to the Federal Office, it is desired to make definite statements regarding the status of the Indian lands. The questions asked of us are as follows:

Does the Federal Government contribute to the maintenance of roads on this Reservation?
Have the lands all been allotted to the Indians?
Is the land for minors held in trust?
Does the Government give financial aid to any Indians now living on the Reservation?
Do the Indians pay taxes on the lands allotted?
Approximate proportion of land owned by people other than Indians, or any additional facts that may have a bearing on this case.

The authorities from the Office of Public Roads request this information in regard to building of roads in the Indian Reservation.

Thanking you in advance I am,

Respectfully yours,

Secretary.

BAK:VOF

O.F O.J.

August 28, 1918.

Dr. L. I. Mewes, District Engineer,
Broadway - Yamhill Building,
Portland, Oregon.

Dear Sir:

I am enclosing herewith a letter and two copies received from Edwin L. Chalcraft, Superintendent of the Siletz Indian Reservation and covering the matter of the control of the Grand Ronde Reservation.

I believe that this letter will answer the questions which were brought up by the Solicitor of the Office of Public Roads.

It has taken a long time to get this information as I tried to get it through the County Officials first and later applied to the Indian service. I understand the County Officials are also looking into this matter and I may be able to submit the data collected by them in this matter at a later date.

Very truly yours,

Secretary.

RAM:VGS

August 14, 1918.

Dr. L. I. Howes, District Engineer,
Broadway-Yamhill Building,
Portland, Oregon.

Dear Sir:

Referring to your letter of August 9, 1918 and again referring to your letter of July 9, 1918, transmitting memorandum regarding Oregon Post Road Project known also as the Grand Ronde section of the Yamhill-Nestucca Project, I took this matter up with the County Court at the time when your first letter was received, since they were best qualified to answer these questions as regards the interests of the Government in the Indians on the Grand Ronde Reservation. They agreed to look into the matter and advise as to the status of these Indian lands. I wrote them once in the intervening time, requesting them to get this information promptly, so as not to delay this project, but have not heard from them since. One of our men saw them recently and asked them to take this matter up at once also and they promised readily enough but we have not received the information to date.

However, I will try once more in order to get this information from the proper authorities and in the proper form. I find, however, from inquiry among people who know, that there are only five or six Indians on the Grand Ronde Reservation and these are all old people who receive direct aid from the Federal Government. Most of the Indians have received their allotments and for some of the minors the land is held in trust. There is no Indian Agent now on the Grand Ronde Reservation and the trust lands are under the supervision of the Indian Agent on the Siletz Reservation.

The county has not received any aid in building roads through this Reservation, and as I understand it, all the lands owned by the Indians pay taxes except the trust lands, although I am not certain of this feature.

In regard to securing right of way across the trust land, I was informed that this matter would be handled by the Indian Agent at Siletz, showing that he undoubtedly has control over these properties. In this connection, I will take up this matter with the Indian Agent at Siletz and see if I can obtain the data covering this matter in case I am unable to get anything from the Yamhill County Court, but I will try again and see if we can get this information so we can submit the project to the Secretary without further delay.

Respectfully,

STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:HI

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 12.

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

August 9, 1918.

RECEIVED
AUG 10 1918
STATE HIGHWAY
ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to our letter dated July 9, 1918, in transmitting memorandum from the Solicitor regarding Oregon post road project No. 12, information relative to that part of the memorandum, which indicates that the project is located in the Grand Ronde Indian Reservation, is desired in order to make a definite statement in transmitting the project statement as revised.

Very respectfully,

J. M. Kerns

Acting District Engineer.

C.H.W.?

Write Watson again, Jiletz.
Wm Mitchell again
P.O.K.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 12.

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

August 8, 1918.

RECEIVED
AUG 9 1918
HIGHWAY
ENGINEER
Oregon

The Oregon State Highway Department,

Salem, Oregon.

Gentlemen:

This office is to-day in receipt of a post road project statement, dated August 6, 1918, covering the Yamhill-Nestucca road, 2.75 miles, located between Yamhill River bridge and Grand Ronde, in Yamhill County, Oregon. We note that this statement is submitted in quadruplicate. One copy will be returned, if you have use for it. Our purpose is served if statements are submitted in triplicate.

Very respectfully,

J. H. Kerr

Acting District Engineer.

August 7,1918.

Dr. L. I. Hewes, District Engineer,
Office of Public Roads,
Broadway - Yamhill Building,
Portland, Oregon.

Dear Sir:

I am sending you herewith a Project Statement as requested by the Federal Road Act, covering the construction of a portion of the Yamhill - Mastopoa Highway, designated as the Grand Ronde Section in Yamhill County, located between Grand Ronde and the Yamhill River Bridge, a distance of 2.75 miles.

This project includes a portion of the project recently submitted to you for your approval between Grand Ronde and the Bee Ranch, a distance of 6.7 miles.

This Project Statement is intended as a revision of the previously submitted statement. Your attention is called to the fact that the total cost of this section is estimated at $39,685.38, of which the Federal Government is requested to cooperate to the extent of $14,841.69. This project has been revised because the total length previously proposed was estimated to cost about $81,000. After submitting these figures, we found that the gravel we intended to use was not suitable for surfacing and it would be necessary to use crushed rock which would add about $15000 to the cost. The Commission did not wish to put that much money into the project at this time, so decided to cut it to these limits, which brings it to the sum set aside as a preliminary estimate.

You will note also that the width of macadam called for on this project is 18' against 9' previously proposed. In this connection we will submit in a short time the detail plans on this project as revised.

Very truly yours,

STATE HIGHWAY COMMISSION.

By

RAK:VGF

Secretary.

August 5, 1918.

Hon. W. W. Nickell,
County Judge,
Hillsboro, Oregon.

Dear Sir:

Mr. Whitmore on his return this morning reported on the revision you desire in the alignment of the Marshill-Westmoss road just west of the Agency Creek Bridge, in order to make the task of securing right of way easier. In reply, would say that I am willing to consider such a change, provided you will have your County Engineer stake the located line as you propose it in the field and plat the same on our maps. He should also make a profile of the same, take cross sections and make a complete estimate for the purpose of comparison with the line now located. I do not have a party at this time to spare for this work. If it is to be considered, it should be done at once, as it will be necessary to have all the changes made and the maps complete before they will be approved by the District Engineer of the U. S. Office of Public Roads.

In this connection, I have not received a reply and the Federal office advised that they had not received a reply in the matter of the status of the Indian lands and Government control of the Reservation, which was mailed to you on July 15.

Yours truly,

State Highway Engineer.

HN:HI

June 25, 1918.

Dr. L. I. Hewes, District Engineer,
Office of Public Roads & Rural Engineering,
Broadway - Yamhill Building,
Portland, Oregon.

Dear Sir:

We are expressing to you today the plans for Federal Aid Post Road Project No. 12, known asthe Grand Ronde Section of the Yamhill - Nestucca Highway in Yamhill County.

Our estimate of the cost of this project,together with copies of the inserts to be made in our Standard Specifications, are enclosed herewith.

As has been discussed with you before, our plan is to surface this section with Run-of-bank Gravel from the Yamhill River, this gravel to be hauled onto the road, spread nine feet wide and eight inches thick, measured loose, and left to be compacted by traffic.

This work will be let under our Standard Specifications as approved by your office.

Very truly yours,

State Highway Engineer.

SHP:VGF

91 SEE: CONTRACT 78

CONTRACT#88

PR-13 John Day-Fiske Creek 1918 - 1920

88

November 26, 1920.

P. R. 13 & 14.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Attention Mr. J. A. Elliott

Dear Sir:

I am in receipt of a copy of the maintenance reports submitted on the John Day-Fisk Creek and Mall Hill-Prairie City Section.

I am informed by Mr. Baldock that arrangements have been perfected to take care of this maintenance work and believe that the work is now actually under way.

Respectfully yours,

State Highway Engineer.

MM:MI

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

November 22, 1920.

ANSWERED
HERBER

State Highway Commission,
Salem,
Ore.

Oregon F. A. project Nos. 13 & 14.

Gentlemen:-

We are transmitting herewith copies of recent maintenance inspection reports on above projects.

These projects are evidently in need of maintenance work and we would request that you take such steps as may be necessary to remedy the defects pointed out. The County representatives stated that they are now arranging for work on these projects and we suggest that you urge upon them the importance of rushing work as weather conditions are now suitable.

Yours very truly,

District Engineer.

MAINTENANCE REPORT Oregon

COPY SENT [illegible] GTON

13

OFFICE..... 1

District Engineer, Portland, Oregon. November 13, 1920.

[redacted]

John Day Hwy, John Day-Fisk Creek section

Grant

November 10, 1920. R. E. Merrick

Highway Engineer.

NOV 23 1920

Inspection made along.

Project consists of 7.4 miles of crushed gravel surfacing 16 ft. wide.
Completed November 30, 1920.

Surface; generally fair; small chuck holes; needs top dressing and dragging.

Shoulders; covered with large gravel raked from roadway.

Slopes; fair.

Guard Rail;- none.

Ditches;- Need cleaning.

Bridges, Culverts & Drains;- Bridges O.K. Culverts need cleaning, especially at upper end.

Railroad Crossings;- none.

Road Signs;- State has set markers at each mile and tenth of mile.

Comments;- Traffic principally trucks and passenger cars with daily auto stages. Prairie being the end of the railroad, all supplies and freight to and from the surrounding country is hauled over this road.

County intends to clean shoulders, culverts and ditches this fall.

Photographs;- None; too cloudy.

NORMAN B. MOREA
WHITNEY PALACH
JAMES WYPER Vice-P
JAS. L. D KEARNEY,

May 24, 1920.
File: P.H. No. 13

Hartford Accident & Indemnity Co.,
Hartford Bldg.,
San Francisco, Calif.

Gentlemen:

We are in receipt of your letter of the 20th inst., making inquiry regarding the John Day-Fiske Creek Section of the John Day River Highway in Grant County, your bond No. 97,954.

The date of acceptance on this work was December 1st, 1919. As this is a Federal Aid Project, the maintenance and guarantee of workmanship and materials clause in the contract does not apply. There is therefore, no guarantee on these items.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

JWD-HN

R. M. BISSELL, *President*
E. R. CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, May 20th., 1920.

V. P #13
John Day - Trent Court

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Bond #97954 - A. D. Kern - Your File P~~E~~-13

About April 2nd., you advised us that the final payment had been made to the contractor, but in order that we may fix the date to which the maintenance period extends, we wish you would give us the actual date of acceptance. Please also inform us whether the maintenance period is one-two or five years. Our file is not exactly clear on this point, although we do believe that the period is two years.

Thanking you in advance for your early attention, we remain

Yours very truly,

Alfred H. Diedrich

Assistant Superintendent Surety Department.

Dec 1, 1920
No maintenance

AWH:FM
Encl.

April 20, 1920
File: P.R. No. 13

Hartford Accident & Indemnity Co.,
Yeon Bldg.,
ortland, Oregon.

Gentlemen:

We are in receipt of your letter of the 19th inst., making inquiry regarding final amount of payments to the contractor on the John Day-Finke Creek Section of the John Day River Highway in Grant County. We are enclosing herewith a copy of the letter sent your San Francisco office on April 2nd, in reply to an inquiry which they had made regarding this contract. You will note that the item of payment for force account work was set our separately in this letter.

We will state that this force account was not done under any special supplementary agreement, but simply carried out in accordance with the standard extra work clauses which appear in our Standard Specifications and Contract. We would like to have a definite statement from you regarding just what items of this nature are included in the calculations for premiums on bonds, in order that we may be definitely guided in future replies to inquiries of this nature.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

JWD-ER

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

G.R. #13

JOHN KER CO.
RESIDENT AGENTS
YEON BUILDING
PHONE MAIN 92

PORTLAND, OREGON
April 19-1920

Oregon State Highway Commission,
Salem,
Oregon.

RE: BOND- A.D. KERN- Construction of John Day Fish Creek Section of John Day River Highway in Grant County

Gentlemen:-

We have been advised by the San Francisco office of the Hartford Accident & Ind. Co., that they have had a letter from you with reference to the above mentioned contract advising them that the total payments made under said contract to A. D. Kern were $102.931.54. This total is less than the original estimate of the total cost of the contract, upon the basis of which they paid the premium for the bond, and we have sent them credit memo for the difference, the actual premium being based upon the figures given in your letter to the Hartford Accident & Indmnity Co., above referred to.

Mr. Kern now advises that in the amount reported by you to the San Francisco office of our company there was included some $1100, which was work done by them at this location under force account contract, which was entirely separate from the construction contract for which we wrote the bond. Will you please advise this office if this is correct, and, if so, the exact amount paid under force account?

Very truly yours,

JH:A

JOHN KER CO.

By John Ker
per Anna.

April 17, 1920.

File: F.R. No. 13

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are in receipt of your letter of the 14th instant making inquiry regarding contingency item "Raking Top Course Gravel on Entire Work", on the John Day-Fisko Creek Section, Oregon Federal Aid Project No.13.

The Special Provisions on this work provided that the only defference between Run-of-Bank and Screened Gravel was that the Screened Gravel should possess a maximum size of 1½ inches. During the progress of the work, it developed that a very small portion of the pit run material contained particles over 1½ inches. As the difference in unit prices between pit run and screened gravel was $.50 p r cubic yard, it was decided to be preferable to place and pay for run-of-bank gravel for the top course and allow for ce account for raking out the oversize particles. Our records show that 7,917 cubic yards of Run-of-Bank Gravelwere placed in the top course. The unit payments to the contractor were therefore, $3,958.50 less than would have been made if Screened Gravel had been used. The raking out of the oversize particles amounted to $1,179.73. This resulted in a saving of $2,778.77, in which the Federal Government benefited to the extent of 50%.

You will note that no Screened Gravel has been listed in the main body of the Voucher presented to you.

Trusting that this will make the matter clear to you, we are

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

JJD-HM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads,
Oregon F.A. 13.

APR 17 1920

POST-OFFICE BUILDING
PORTLAND, OREGON
April 14, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of final voucher for work done on Oregon Federal Aid Project No. 13.

We would like an explanation as to why the contingency item,- "Raking top course gravel on entire work", is not a part of the work covered in the specifications.

Please furnish us with a full statement telling what the work consisted of and why it is necessary.

Yours very truly,

C. H. Purcell

District Engineer,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST-OFFICE BUILDING
PORTLAND OREGON

Engineering - Post Roads.
Oregon F.A. 13.

April 9, 1920.

State Highway Commission,
Salem,
Oregon.

Attention, J.W.De Souza.

Gentlemen:

We are in receipt of your letter of April 2nd. enclosing final voucher for Federal Aid Project No. 13.

We have examined the voucher, and your attention is called to the following:

Contingencies should be shown by kind of work, quantity, location and cost. Itemization of labor is not necessary and not desired. We refer you to General Memo. Nos. 6 and 11 regarding the preparation of vouchers.

Under Engineering Charges, salaries for fractional months should either bear the notation (prorated) or show the actual dates of work. In general we believe it would be best to give date and article purchased or some appropriate explanation of each item of engineering expense. Such a charge as "Expenses, J.F.Joyce" must be itemized.

It appears that there is an error of $10.00 in the addition of engineering charges. These charges as listed give a total of $4,326.48 which added to $1,179.73 for contingencies gives a total of $5,506.21 for Engineering and Contingencies.

We are returning three copies of the voucher, one of which we have marked up as a guide to aid you in making corrections we have suggested. Note particularly the arrangement we have indicated on the third page.

Yours very truly,

C.H. Purcell

District Engineer,

(3 Encs.)

March 12, 1920.

File, 132

PR 13

Mr. R.H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Your letter in regard to designs for syphons has been referred to the Bridge Department for consideration.

In this connection, however, we desire to call your attention to some estimates which have been made up in this Department covering the relative costs of concrete and corrugated iron syphons. You will recall that in connection with work between John Day and Field Creek, two concrete syphons were installed. The 12" syphon cost approximately $300 and we find that a corrugated iron culvert with double riveting and soldered seams could have been installed for approximately $300. In looking up these figures, we made up a drawing showing these concrete culverts, and also corrugated iron culverts, which could be used in the same place. We are enclosing herewith a blue print of this drawing for your information. We believe that in general, ~~reinforced concrete~~ syphons should be installed rather than the ~~corrugated~~ concrete.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-TH

March 2, 1920.

File: P.R. No. 13

Mr. J. F. Joyce,
Ontario, Oregon.

Dear Sir:

We have again gone over your notes on John Day-Fisko Creek Section recently returned by you, from which we arrive at the following Summary:

Total of roadbed Excavation, 36255.4 cubic yards, the difference from your total due to a correction in addition. The total of borrow, 4361.3 cubic yards, which checks with your figure. The total of cut ditches, 3429.0 cubic yards, which is a corrected amount and differs from your total slightly. This gives 44045.7 cubic yards for all roadbed quantities. Your solid rock as given in your letter of February 13th is 4319.2 cubic yards. You have given no summary of this item in your notes and we are unable to check it from any information contained therein. If this be correct, which please verify in your records, the difference or 39,726.5 should be your common excavation estimate for roadbed quantities.

We have indicated on a marked copy of your estimate and also in the notes several changes in concrete culverts quantities and culvert excavations. We check the syphon quantities by computations based on the method of construction explained in your letter.

We find no data in your notes for substantiation of item 25 on your estimate.

Your overhaul, though correctly platted, is very unneat for a final record, and a number of your quantities are incorrectly taken therefrom. We have shaded the areas which correctly represent the overhaul in red pencil.

With reference to the amounts of steel used in culverts, we check your figures, giving weight of metal actually used, as you have it listed, but in looking for a reason why your amounts in most cases are smaller than called for by standards, we note you have not used the spacing as specified. For instance at Station 310/30 you have a 3x8x26' culvert. From the standard table you used, the 8 ft. opening requires 5/8" H rods every 5 inches and 5/8" I rods every 7½ inches. You have used a less number of rods fro the length of the

culvert than the table calls for and of a less diameter. Your total steel for this structure is 1105 lbs. The amount that should have been used is about 1480 lbs. using 53 lbs. per lin. ft. of barrel and 100 lbs. for wing walls. This is not to effect your estimate but to call attention to your faulty construction.

As mentioned above, we have made several corrections of the concrete in concrete culverts. You have a note in several places to the effect that a culvert of a given size contains so many cubic feet of concrete per lineal foot of culvert. You will observe that this is erroneous, as your wing walls of the same dimensions will be constant for any length of culvert. Concrete at $30.00 a cubic yard is a very appreciable item, and especial care should be taken to have amounts of same correctly computed.

Please check the corrections noted and change your final estimate to correspond.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

FEE-301

NOTED
H.N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____
Engineering - Post Roads,
Oregon F.A. 13 & 14.

POST-OFFICE BUILDING
PORTLAND, OREGON
February 13, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

An inspection was made on January 30th. of the John Day-Prairie City Section, Projects 13 and 14, of the John Day Highway..

We quote an excerpt from the inspection report.

> "The grading and gravelling of this road was completed in November last. From John Day a distance of 4 miles the road is in very good shape, with no ruts. From this point on to Prairie City there are numerous chuck holes and ruts developing, only two small spots really serious, due to the need of drainage where ditches have filled with sliding material. Road should be dragged and ditches cleared at once to avoid serious mud holes developing."

We concur in the above recommendations and urge you to take immediate steps to provide adequate maintenance. These are among the first projects completed with Federal Aid, and we would like to see a system of maintenance established that will prevent any unnecessary deterioration of the improvements.

District Engineer Bethel accompanied our inspector on this trip and is undoubtedly familiar with the conditions. We should be pleased to know what action you have taken or contemplate.

Yours very truly,

Jack Woskowitz

Acting District Engineer,

P R 13

January 29, 1920.

File: P. R. No. 13

Mr. J. F. Joyce,
Resident Engineer,
Ontario, Oregon.

Dear Sir:

We are returning you the final records for the John Day-Riske Creek Section, and we wish to call your attention to the following:

We find no cross-section notes on determine the amounts of culvert excavations, though the total of such excavations is nearly 1000 yards, as given on your estimate.

No notes appear of the concrete quantities on concrete culverts except the one at Station 331/63. If they all conform to a given standard, submit that standard so that each culvert can be checked. In this connection, please explain why the amount of reinforcing steel is so small. Our standards call for a much larger amount in proportion to the concrete used.

With reference to concrete syphons, we use your sketch with dimensions and get somewhat different results. We have noted the amounts and the basis upon which you obtained them.

We find nothing in your notes to substantiate the 1000 yards of filler, shown on estimate.

We also, find considerable difference in the totals of some of the cut quantities. Cut ditches are given as so many yards per cut. Taking the total length of ditch from grade to grade on each side of the roadbed does not seem to check your figures. If you will give the lengths you used in each case, we will then have some basis of checking.

You show quite a large item of overhaul on the estimate, but have submitted nothing to verify the quantities. Overhaul of an appreciable amount must be platted up by mass diagram, taking into account the shrinkage or swell of excavated material, and attaching to plat the data from which the cross dimensions were obtained.

STATE [illegible] MENT

Please note these corrections and omissions, and change your final estimate to conform. Show the final corrected distribution on the profile.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

FEE-RM

Form 19

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section John Day-Fisher Creek Date Nov 10, 19 9

Grade Creek Junction Week from Nov 1 to Nov 8

Highway John Day Job Prefixes 12 DR" - "12 YB"
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Grant

Survey will be completed about December 1st Number in party 5

Camp location Prairie City Oregon

Mail address Prairie City Oregon

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

John Day-Fisher Creek Sec.
"Refs" 12 DR.
All mats completed and Units being prepared for hauling to Salem on Nov 10 - all work cleaned up.

Canyon Creek-Dixie Pass Sec.
"12 YB"
Subgrade being placed between 20+00 and 40+00 Sub-grade to soft Continue Surfacing on account of snow and rains This work will be going in a few days.

Signed D F Dwyer

Title Res Engineer

253

September 27, 1919.

Mr. Manche C. Bennett,

Pendleton, Oregon.

Dear Sir:

We are enclosing a copy of a letter from Mr. Jeppe of Prairie City, Oregon.

In connection with this structure we wish to say that the design prepared by the writer calling for 300 cubic yards of masonry would be about as cheap as could be had considering permanent construction. If a cheaper temporary construction is desired, we see no reason for the use of even 100 cubic yards of concrete, but would be inclined to favor a timber abutment instead.

We do not feel inclined to approve any concrete structures unless they are adequate enough and well enough built to be classed as permanent in every sense of the word and if a cheaper structure is desired, we use temporary timber construction in order to save the greatest amount of money possible.

If you desire a design along these lines, please so advise us and we will prepare it at once.

As to the use of a 50' span similar to the one used at Dixie Creek near Prairie City, will say that we have revised our standards considerably and at the present time cannot approve certain details that exist on that structure. We will proceed at once with the preparation of the drawings for a 50' span for this location and on receipt of advice from you in regard to substructure, as per above, we will send you a complete set of plans for this location.

Very truly yours,
HERBERT HUNN,
State Highway Engineer.

By

Assistant Bridge Engineer.

HH:VCP

253

September 19, 1919.

Mr. J. F. Joyce,
Resident Engineer,
Prairie City, Oregon.

Dear Sir:

We are returning herewith, force account bills which apparently are to cover work on the Hall-Hill-Prairie City Section. We are returning these for the reason that they bear neither the contract number nor the force order number, and because we have no copy of the work order in this office covering any extra work on the Project.

We would call your special attention to page 90 of the "Manual of Instructions", stating as follows: "A force account bill cannot be paid unless a force account order has previously been issued, authorizing the work. The number of the force account order, together with the contract number must be noted on the face of each bill. If the bill covers work under two or more orders, amounts chargeable to each force order must be given".

Please return these bills together with the force orders at your earliest convenience.

Very truly yours,

HERBERT KNOX,
State Highway Engineer.

By

For Office Engineer.

JWB:MK

FORM 4 SM-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

253

# OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 22 1919
STATE HIGHWAY ENGINEER

Prairie City, Oregon.
Sept. 19, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reply to your letter of Sept. 16th, inst. in regard to correction on Estimate No. 8, Hall Hill-Prairie City Section.

Line 5--Sta. 18 + 93 ---- 28' -- 18" Corr. Iron Pipe ommited, making total of 160 lin. ft. correct.

Total of 11.48 cu. yds. class C. Concrete also checked as corrected by Salem office.

Estimate No.7, John Day Fisk Creek Section. Correction of Common Excavation 32,662 to 32,901 cu. yds. also checked.

Have revised office copies of estimates and summary sheets with corrections as shown in this letter.

Noted [illegible]

Very truly yours,

J. A. Joyce.

c.c. to M. O. Bennett

253

February 15, 1919.

Mr. J. E. Snow, Secretary,
Grant County Stock Growers Association,
Dayville, Oregon.

Dear Sir:

I wish to acknowledge receipt of your communication of February 7, in regard to the construction of the John Day Highway, and asking when work may be expected to begin on this project. In reply, will say that we are now advertising for bids on the Fisk Creek to John Day section of this highway in Grant County and proposals will be opened on the same at the next meeting of the State Highway Commission which will be held on March 5, and it is expected that construction will immediately follow on this unit.

On that section of the John Day Highway between Service Creek in Wheeler County and Valadez Ranch in Grant County, would say that the survey has been completed and the map submitted to the Federal Government for approval as a cooperative post road project. As soon as the plans have been approved, advertisement will be commenced and it is expected that work will be begun in the early spring. You will understand, of course, that the project as a whole has been approved by the Federal Government as a post road, but the plans themselves have yet to be approved, which is a matter of routine, so that you may expect that work will be begun in the near future.

Your communication will be placed before the Highway Commission at the next meeting, however, and I would thank you to acquaint the county officials of Grant County and members of the Roads Committee of the Canyon City Commercial Club just what our plans are in this matter.

Respectfully,

Secretary.

BAK/HI

State .....

Project No. .....
(Not to be filled in)

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) August 31, 1918.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by

1. Local name of road John Day to Pisk Creek Section of John Day Highway.
2. Located between John Day and Prairie City County of Grant.
3. Points of beginning and ending Begins at town of John Day. Ends at Pisk Creek 7.4 miles east of John Day.
4. Length in miles (gross) 7.4 (net) 7.4

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route 7.4; rural route ....;

5. Miles of project used as ..... miles over which there is a reasonable prospect that a mail route will be established ....; miles over which there is no reasonable prospect shown that a mail route will be established ..... which is ..... per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction

.....

.....

.....

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each ..... None. .....

.....

8. Tolls collected on roads or bridges on this project, if any ..... None. .....

.....

9. Is project part of State's five-year program heretofore submitted? ..... Yes. .....

.....

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will serve locally and direct a community of abant 2000 people, being the only route between the John Day Valley settlements and the railway terminal. Will be of prime importance as an aid in chrome ore transportation. Daily shipments of about 200 tons of chrome ore will be discontinued during winter season if improvement is not made. This road is a section of a trunk highway of the state system.

11. Improved roads adjacent or contiguous and type of each Grading and macadamizing now in progress by county forces on the three mile section east of and adjacent to project.
(Give distinguishing marks to identify on sketch map)
Road bed 24 ft. wide. Gravel macadam 16 ft. wide and 10 inches deep suspected.

12. Through traffic, approximate average daily number of (a) trucks none, (b) passenger motor vehicles 10, and (c) horse drawn vehicles 5.

13. Local traffic, approximate average daily number of (a) trucks 14, (b) passenger motor vehicles 40, and (c) horse drawn vehicles 15. Trucks hauling ore run 24 hours daily.

14. Description and present condition of traveled way Natural earth road slightly crowned up in places. Present road badly rutted and much in need of improvement. On level section road comprises several traveled ways, all rough.

15. Proposed width of surfacing 16 ft feet between ditches 24 ; approximate maximum gradient 6% per cent.

16. Proposed type of construction Gravelled macadam 10" compacted on well graded road bed.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Extensive gravel deposits are available along the bed of the John Day River which runs parallel to the highway.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None.
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon.
(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State
(Amount) (Source; refer to statute)

(b) County None
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2, of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 15, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 257 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties, for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission, or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED that the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any Federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the Laws of the State of Oregon, and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvements in the State of Oregon.

* * * * * * * * * * *

I, Roy A. Klein, Secretary for the Oregon State Highway Commission, do hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary

25. Reconnaissance estimate of cost of project:

Made by Lenore O. Bennett Date August 31, 1918.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| | 7.4 | | | $131,866 00 |
| 43,000 | 19,601.55 Cu. yds. | Excavation, 10 % Rock | 90 | $38,730.86 00 |
| 69,560 | Sq. yds. | Surfacing of Gravel macadam | 1 00 | 69,560 00 |
| | | | State Highway Engineer | |
| | | fifty per cent. | | |
| 13 | | Structures of 20′ span or under | | 15,750 00 |
| | | Structures over 20′ span | | |
| | | Other items | | |
| 70 | Cu.yds. | Concrete headwalls | 30 00 | 8,109 00 |
| 1260 | lin.ft. | 12" culv. pipe | 2 25 | 2,835 00 |
| 480 | lin.ft. | 18" culv. pipe | 3 25 | 1,560 00 |
| 320 | lin.ft. | 24" culv. pipe | 4 25 | 1,360.00 00 |

Length, 7.4 miles

Cost, $ 19,601.55 per mile.

| | |
|---|---|
| Subtotal, | $131,866 00 |
| 10% Engineering and Contingencies, | 13,186 50 |
| Total | $ 145.051.50 |

This estimate approved by:

Herbert Nunn

(Title) State Highway Engineer

26. Amount of Federal aid desired fifty per cent.
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer of State of Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department)

By

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

COPY

John Day, Ore., August, 30, 1918.

I, Nellie Elliott, hereby certify that I am the duly appointed postmaster of the Postoffice known as the John Day; that I am familiar with the roads, over which the United States mail is carried, and I further certify that that portion of the John Day Highway, running from John Day to Prairie City, is used as a Star route for the entire distance between these two points, which is approximately 14 miles.

I further certify that in a general way, I am familiar with the location of the proposed improvement, known as the John Day - Fisk Creek Section, and that this location follows approximately the present road. I heartily endorse the proposed improvement as it is much needed and will aid materially in transporting of the mails and other products between the two towns.

(Sgd) NELLIE ELLIOTT

Postmaster, John Day, Oregon.

C O P Y

Prairie City, Ore. Aug. 30, 1918.

I, Russell H. Sullens, hereby certify that I am the duly appointed postmaster of the Postoffice known as the Prairie City; that I am familiar with the roads, over which the United States mail is carried, and I further certify that that portion of the John Day Highway, running from John Day to Prairie City, is used as a Star route for the entire distance between these two points, which is approximately 14 miles.

I further certify that in a general way, I am familiar with the location of the proposed improvement, known as the John Day-Fisk Creek Section, and that this location follows approximately the present road. I heartily endorse the proposed improvement as it is much needed and will aid materially in transporting of the mails and other products between the two towns.

(Sgd) Russell H. Sullens

Postmaster, Prairie City, Oregon.

13 Ore.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D C

IN YOUR REPLY PLEASE
REFER TO FILE NO. P-3

January 16, 1919.
11 a. m.

RECEIVED
JAN 22 1919
HIGHWAY
ENGINEER
Salem Oregon

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Secretary has executed the project agreement and certificate of approval of plans, specifications, and estimates to cover Oregon project No. 13. I enclose herewith for your files one copy each of the agreement and certificate.

Very respectfully,

D. J. Mitson
Acting Director.

Enclosures.

Form P. R. I. 2

State Oregon

Project No. 25

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1913

Form P. R. 1.2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of January, 1919, by and between the State Highway Department of the State of Oregon, constituting, for the purpose hereof, the Highway Department of the State of _____ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled, "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 31st day of August 1918, a project statement, which was approved by the Secretary on the 19th day of October, 1918, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 14th day of January, 1919; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

seventy-one thousand, nine hundred and eight and 57/100

dollars ($ 71,908.57 ) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of the project have been or will be made available in the following manner, to wit:

* (*a*) By the State of Oregon, by Act of Legislature, Chap. 175, Laws of
By act of the Legislature of (date and citation), appropriating dollars.

1917, appropriating $1,180,310.00 for cooperation with the Federal Government on Post Roads.

* (*b*) By the Count..... of County not contributing to this project.
By tax levy or bond issue authorized by act of ..... (date and citation).

* (*c*).

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+0 on east city limits of John Day

and a point easterly at survey station 251+23 at Fish Creek

terminal points, a distance of 7.48 miles, known

locally as the John Day Highway, Grant County Road.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and

* Strike out if not appropriate.

HIGHWAY DEPARTMENT.

Department in the construction o
lowing manner, to wit:

egislature, Chap. 175, Laws of
(date
ruction with the Federal
(date
routing to this project.
(date and citation).

the Secretary or his agents, and in accordance with the laws of said State, the regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project may be performed by contract, by force account or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of seventy-one thousand, nine hundred and eight and 57/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and forty-three thousand, eight hundred and seventeen and 14/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the~~

Secretary of the ...ature.

Secretary of the Treasury a warrant for the payment of the said certified sum ... thereof as may be due under the terms hereof, to

(Name of depositary.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of ..... (State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

... the State Treasurer, Salem, Oregon. .....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State ..... of
(State or county.)

..... Oregon ..... of such sums as shall not together with previous payments
(Name.)

exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $10,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, On August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary.

~~vance is placed by the laws of said State, under the supervision of the Highway~~ ment to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 14th day of January, 19 19.

State Highway Department of the State of Oregon.
(Official title of Highway Department.)

By .....

Chairman, State Highway Commission.
(Title of officer.)

By .....

Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By .....

Member, State Highway Commission.
(Title of officer.)

By .....

State Highway Engineer.
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

[SEAL.]

.....
Secretary of Agriculture.

.....
Secretary of Agriculture.

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE,

OFFICE OF THE SECRETARY.

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES.

*(Under "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from survey station 0+0 on east city limits of John Day to a point easterly at survey station 361+22 at Fisk Creek locally known as John Day Highway, Grant County and designated in the records of this Department as Project No. 15, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $145,837.14 as the total estimated cost of said project, and the sum of $71,908.57 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 14th day of January one thousand nine hundred and nineteen, as witness my hand and the seal of the Department of Agriculture.

E. T. Meredith
*Secretary of Agriculture.*

1111

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 481-Ore. 13.

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

November 6, 1918.

RECEIVED
NOV 7 1918
STATE HIGHWAY
ENGINEER
Oregon

Oregon State Highway Department,

Salem, Oregon.

Gentlemen:

Plans for post road project No. 13 are being forwarded to-day to our Washington office, with our approval. We have made one or two minor changes, as follows:

Overhaul, "cubic yards" changed to read "station yards".
Gravel surfacing, sheet 2 of the plans, changed to read 22,275, to agree with estimate.

There are no notations on the plans showing whether any of the structures are existing and to be used in present condition. On the cross-section sheets several errors were found in areas and quantities; for instance, at the following stations:

26 plus 00
26 plus 79
47 to 49
186 plus 08
205 plus 88 to 206 plus 80
232 plus 97 to 233 plus 63
258 plus 50 to 262
354 plus 50 to 355

File

On sheet 35 no areas were shown, and therefore we were unable to check same, but found that the quantities on this sheet contained several errors, according to the areas as measured in this office. We have called the attention of our Washington office to these discrepancies, but have stated that they are not of sufficient im-

portance to warrant any change in the estimate. We would suggest, however, that more care be taken in the future with these details.

Very respectfully,

J. M. Keene

Acting District Engineer.

State .....

Project No.....
(Not to be filled in)

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) August 31, 1918.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

....., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by.....

1. Local name of road John Day to Fisk Creek Section of John Day Highway.
2. Located between John Day and Prairie City County of Grant.
3. Points of beginning and ending Begins at town of John Day. Ends at Fisk Creek 7.4 miles east of John Day.
4. Length in miles (gross) 7.4 (net) 7.4

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route Yes ;

5. Miles of project used as rural route ; miles over which there is a reasonable prospect that a mail route will be established ; miles over which there is no reasonable prospect shown that a mail route will be established , which is per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None.

8. Tolls collected on roads or bridges on this project, if any None.

9. Is project part of State's five-year program heretofore submitted? Yes.

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will serve locally and direct a community of about 2000 people, being the only route between the John Day Valley settlements and the railway terminal. Will be of prime importance as an aid in chrome ore transportation. Daily shipments of about 300 tons of chrome ore will be discontinued during winter season if improvement is not made. This road is a section of a trunk highway of the state system.

11. Improved roads adjacent or contiguous and type of each Grading and macadamizing now in progress by county forces on the three mile section east of and adjacent to project. (Give distinguishing marks to identify on sketch map) Road bed 24 ft. wide. Gravel macadam 16 ft. wide and 10 inches deep compacted.

12. Through traffic, approximate average daily number of (a) trucks none, (b) passenger motor vehicles 10, and (c) horse drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 14, (b) passenger motor vehicles 40, and (c) horse drawn vehicles 15 Trucks hauling ore run 24 hours daily.

14. Description and present condition of traveled way Natural earth road slightly crowned up in places. Present road badly rutted and much in need of improvement. On level section road comprises several traveled ways, all rough.

15. Proposed width of surfacing 16 ft feet between ditches 24 : approximate maximum gradient 6% per cent.

16. Proposed type of construction Gravelled macadam 10" compacted on well graded road bed.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Extensive gravel deposits are available along the bed of the John Day River which runs parallel to the highway.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None.
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon.
(State or (and) County)

20. Amount of funds which are will be available for construction: (a) State.
(Amount) (Source; refer to statute)

(b) County None
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2, of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 15, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 257 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties, for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission, or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED that the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any Federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the Laws of the State of Oregon, and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvements in the State of Oregon.

* * * * * * * * * * *

I, Roy A. Klein, Secretary for the Oregon State Highway Commission, do hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary

25. Reconnaissance estimate of cost of project:

Made by Lennie O. Bennett Date August 31, 19[illegible].

| Approximate Quantity. | Unit. | Item. | Price. | | Amount. | |
|---|---|---|---|---|---|---|
| | 7.4 | | | | $131,865 | 00 |
| 45,000 | 19,601.55 Cu. yds. | Excavation, 10 % Rock | | 30 | [illegible] | 50 |
| 69,560 | Sq. yds. | Surfacing of Gravel macadam | 1 | 00 | 69,560 | 00 |
| | | | | | State Highway Engineer | |
| | | fifty per cent. | | | | |
| 13 | | Structures of 20' span or under | | | 15,750 | 00 |
| | | Structures over 20' span | | | | |
| | | Other items | | | | |
| 70 | Cu.yds. | Concrete headwalls | 30 | 00 | 2,100 | 00 |
| 1260 | lin.ft. | 12" culv. pipe | 2 | 25 | 2,835 | 00 |
| 480 | lin.ft. | 18" culv. pipe | 3 | 25 | 1,560 | 00 |
| 320 | lin.ft. | 24" culv. pipe | 4 | 25 | 1,360.00 | 00 |

Length, 7.4 miles

Cost, $19,601.55 per mile.

| | |
|---|---|
| Subtotal, | $131,865 00 |
| 10% Engineering and Contingencies, | 13,186 50 |
| Total | # 145,051.50 |

This estimate approved by:

Herbert J. Sims

(Title) State Highway Engineer

26. Amount of Federal aid desired fifty per cent.
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer of State of Oregon.

918

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department)

By

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

John Day Ore. August 30, 1918
Date

I. Nellie Elliott hereby certify that I am the duly appointed postmaster of the postoffice known as the John Day; that I am familiar with the roads, over which the United States mail is carried, and I further certify that that portion of the John Day Highway, running from John Day to Prairie City, is used as a Star route for the entire distance between these two points, which is approximately 14 miles.

I further certify that in a general way, I am familiar with the location of the proposed improvement, known as the John Day Fisk Creek Section, and that this location follows approximately the present road. I heartily endorse the proposed improvement as it is much needed and will aid materially in transporting of the mails and other products between the two towns.

Nellie Elliott

Postmaster Johnday Oreg.

Prairie City, Ore. Aug. 30, 1918.
Date

I, Russell V. Sullens, hereby certify that I am t e duly appointed Postmaster of the Postoffice known as the Prairie City; that I am familiar with the roads, over which the United States mail is carried, and I further certify that that portion of the John Day Highway, running from John Day to Prairie City, is used as a Star route for the entire distance between these two points, which is approximately 14 miles.

I further certify that in a general way, I am familiar with the location of the proposed improvement, known as the John Day Fisk Creek Section, and that this location follows approximately the present road. I heartily endorse the proposed improvement as it is much needed and will aid materially in transporting of the mails and other products between the two towns.

Russell V Sullens

Postmaster Prairie City, Oreg.

B. H. D. FORM 30 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Prairie City, Oregon. June 2, 1919

County of Grant — Week from May 24. to May 31.

Highway John Day — Number in party Five

Section Prairie City to John Day 12PA & 12PB — Survey will be completed Construction

Camp location Prairie City, Oregon.

Mail address Prairie City, Oregon.

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Hall-Hill Prairie City Section Prefix "12PA" and John Day Fisk Creek Section Prefix "12PB.

"12PA"

Have placed about 1800 ft. of bottom course gravel from Sta00 to Sta. 18.

"12PB"

Graded 1800 ft. Total Graded 21,125 ft. Left To Grade 17,075 ft.

Three Siphons Completed 1-- 12"x 24' at Sta. 371 + 25.

1-- 12" x 38' " " 64 + 30.

1-- 12"x 28' " " 61 + 23.

Floor poured for one concrete culvert 5'x5' at Sta. 356 + 80.

Excs. for one concrete culvert at Sta. 337 + 90. ( 2' x 6' )

Steam Shovel started double shift beginning Friday May 31st, and working 16 hours per day.

Signed F. T. Joyce.

Title Res Engr.

161 SEE: CONTRACT 143

3 53

161 SEE: Contract 143

PR-11 Canyon Sec. 1918-1921

[redacted] 143, 161

MAINTENANCE INSPECTION

Oregon.
11
One

District Engineer. Portland, Oregon. April 16, 1921.

xxxxxxxxx
xxxxxxxx
xxxxxxxxx

Baker-Cornucopia Hwy., Canyon section

Baker

PR #11

April 14, 1921.

A. F. Morris

Highway Engineer.

Inspection made with E. M. Weisman, Roadmaster of Baker County.

Project consists of 4.43 miles of 5" crushed gravel surfacing 16 ft. wide. Completed Oct. 19, 1920.

Surface:- Is in excellent condition throughout. Shoulders are in good condition. Most of the ditches have been filled with loose rock and earth from the slopes and should be cleaned out. The sloughing off of material from the slopes has also filled up some culvert ends which should be opened up when ditches are cleaned out.

Road Signs:- There are no warning signs or guard rail on the project.

Maintenance cost has been about $75.00 to date, consisting of blading the gravel with a light blade.

Comments:- Traffic at present is mostly local, consisting of a few passenger autos, mail stages and some horse drawn vehicles.
It was recommended to the County Roadmaster that ditches and culverts be cleaned out by patrolman.

Photographs:- Attached.

RECEIVED
APR 21 1921
U.S.

Approved
G. B. Pickett

2/ Copies for Baker

Jan. 19, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File 72-11

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Canyon Section, Oregon Federal Aid Project No. 11, in the amount of $31,766.85.

We quote you herewith from the minutes of the Highway Commission relative to the extension of time limit on this project.

Extract from the minutes of November 5, 1919. Morrison-Knudsen Co., Baker-Cornucopia Highway. An extension of time was requested from November 30th to December 30th, motion of Mr. Burgess which was carried. The time was extended as requested.

Extract from the minutes of September 28th, 1920: Canyon Section of the Baker-Cornucopia Highway, Oman & Harrington, contractors. On recommendation of the Engineer, the time was extended to October 15, 1920.

The first of the above extensions refers to the grading and the second to the surfacing.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET
Enc.

Form 4 1918-6-20

S. BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
December 21, 1920.

1 PC-

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am inclosing herewith bill from the Morrison-Knudsen Company for force account work not rendered by Mr. A. C. Forrester, as explained in prior letters in regard to this subject. I also inclose letter from Morrison-Knudsen Company which is explanatory.

Very respectfully,

R. H. Baldock

RHB/V

Division Engineer.

Incl.

P.S Please advise if original payrolls will be required

# Morrison-Knudsen Company

GENERAL CONTRACTORS

IRRIGATION AND POWER DEVELOPMENT

RAILROAD AND HIGHWAY CONSTRUCTION

OFFICES AND WAREHOUSE
302 BROADWAY, BOISE, IDAHO

December
Tenth
Nineteen-Twenty

R. H. Baldock, District Engineer,
Oregon State Highway,
La Grande, Oregon.
Dear Sir:

Replying to your letter of the 6th, and referring to force account bills rendered and unpaid in connection with work on the Canyon Section, Baker-Cornucopia Highway, we are resubmitting bill covering the unpaid items as mentioned in your letter.

We are unable to submit the originals of these bills for the reason that same were submitted to Engineer Forrester, under date of February 12th. (Carbon copy of our letter of transmittal to Forrester is enclosed herewith). In case you cannot pay on our pay-roll form as submitted, if you will return same, together with blank pay-roll forms as used by your department, we will resubmit same on your forms.

As to the amount of charges on labor on these items, work was perfomed under direction of foreman C. S. Bruce and A. J. Murphy, both of these men are still in our employ, and we have taken the matter up with them and they state as far as they know the charges are correct.

For your information might state that this work was finished when the ground was still frozen to some extent , which may have had something to do with the cost of the work.

In case any additional information is required in connection with this account, we will be very glad to furnish same if possible.

Very truly yours,

MORRISON-KNUDSEN COMPANY

By H. W. Morrison

HWM-AD

1-enc.

PR 11

Letter dated Dec. 30, 1920
To Sites.
From Bureau Public Roads
Re Contract Upgrading Maintenance
File PR 7

Order No. 1 . . . . . $ 75.00
" " 2 . . . . . 40.00
" " 3 . . . . . 150.00
" " 4 . . . . . 750.00
" " 5 . . . . . 500.00
" " 6 . . . . . 250.00
" " 7 . . . . . 400.00
" " 8 . . . . . 350.00

We trust that this will enable you to reach an early settlement of this matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SH':ET
Enc.

CANYON SECTION — CONTRACT NO. 161

Check on Force Account as shown on Morrison-Knudsen Co. copies.

| Page | F.O.No. | Character of Claim | Disposition | Amount As Paid | Amount Claim |
|---|---|---|---|---|---|
| 1 | 1 | October payroll | Paid on Est. 4 | $52.37 | $52.56 |
| 1 | 1 | January " | Unpaid | - | 173.36 |
| 2-3 | 1 | Materials | " | - | 183.72 |
| 4 | 5 | " | Paid on Est. 5-A | 16.13 | 15.68 |
| 5 | 1 | August Payroll | " " " 3 | 19.71 | 20.20 |
| 6 | 1 | September " | " " " 4 | 72.66 | 74.42 |
| 7 | 2 | Labor & Truck | " " " 3 | 19.33 | 19.19 |
| 8 | 2 | " " " | Unpaid(Duplication of Page 7.) | | (16.99) |
| 9 | 3 | November payroll | Paid on Est. 5-A | 16.90 | 16.99 |
| 9 | 6 | " " | " " " 5-A | 11.26 | 11.33 |
| 10 | 3 | August " | " " " 3 | 43.93 | 44.19 |
| 11 | 4 | October " | " " " 4 | 35.90 | 36.07 |
| 11 | 5 | " " | " " " 4 | 13.20 | 13.20 |
| 12-13 | 4 | Materials | " " " 5-A | 535.93 | 530.93 |
| 14 | 5 | October Payroll | " " " 4 | 510.05 | 511.85 |
| 14 | 5 | November " | " " " 5-A | 117.74 | 118.30 |
| 15 | 5 | September " | " " " 4 | 51.54 | 52.84 |
| 16 | 5 | November " | " " " 5-A | 49.93 | 50.24 |
| 17 | 7 | January " | Unpaid | - | 122.47 |
| 18 | 8 | October " | Paid on Est. 4 | 174.59 | 175.61 |
| 18 | 8 | November " | " " " 5-A | 225.15 | 226.40 |
| | | | | $ 1,746.29 | 2,236.61 |

S. BENSON, PORTLAND, CHAIRMAN
BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

RECEIVED NOV 6 1920

# OREGON STATE HIGHWAY COMMISSION

SALEM

LA GRANDE, OREGON,
November 3, 1920.

1 PC- Force Order Bills.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I inclose herewith copies of correspondence of the Morrison-Knudsen Company relative to their Force Orders on the Canyon Section grading on the Baker-Cornucopia Highway in Baker County. This work was completed in the spring of 1920.

Would appreciate your checking the contractors' Force Orders with your files and a reply relative to result of check. You will please return the contractors' copies of Force Orders with letter.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

Incl.

FORM 4A 1M-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED ... KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

~~PENDLETON~~ LA GRANDE,
OCTOBER 13, 1920.

In re: Post Road 11.

OCT 14 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

In answer to yours of the 4th instant will advise that I have instructed Mr. Oxman of Oxman & Harrington, to obtain the consent of their surety company for extension of time for completion of graveling on the Canyon Section of the Baker-Cornucopia Highway, and notify you in writing.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

Home Office Building.

# American Surety Company
## of New York.

Capital $5,000,000.

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, Res. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

JOHN K. KOLLOCK, ATTORNEY

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

PORTLAND, ORE., Oct. 13, 1920

Re: 285657-A : F. C.Oxman to State of Ore.
Contract for graveling the Canyon Section
of the Baker-Cornucopia Highway

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

Mr. F. C. Oxman of Baker, Oregon, has informed us that he will require an extension of time on his contract for graveling the Canyon Section of the Baker-Cornucopia Highway in Baker County, inasmuch as the work was not completed within the time specified.

As surety on Mr. Oxman's contract bond in this connection, we know of no reason why such consent should not be granted and should you require formal assent from our Company, kindly advise, and oblige

Very truly yours,

Assistant Manager.

WAK-s

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

October 5, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover Oregon project No. 11 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LSS/fm
State

Oregon Project No. 11,
Federal Aid Road Act, July 11, 1916 (39 Stat. 355).

Copy for State Highway Department

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS: by that certain project agreement signed on August 20, 1919, by the State Highway Department of Oregon, and on October 2, 1919, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein, and designated as Oregon Project No. 11; and

WHEREAS, the said State Highway Department of Oregon has requested that the plans and specifications approved for said project be revised to provide for surfacing the entire project, and by reason thereof, that the estimate of cost for said project be increased from $56,068.10 to $97,882.95, and that the Federal aid be increased from $25,034.05 to $48,941.47;

NOW, THEREFORE, It is mutually agreed by and between the said State Highway Department of Oregon and the Secretary of Agriculture that the said plans and specifications be revised in the manner above recited, and that the said project agreement be amended as follows:

The 3rd "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of forty-eight thousand, nine hundred and forty-one and 47/100 dollars ($48,941.47) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

RECEIVED
D 11

Article 4 shall read:

"Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of forty-eight thousand, nine hundred and forty-one and 47/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of ninety-seven thousand, eight hundred and eighty-two and 95/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Department of Oregon on the 15th day of Sept 1920, and the Secretary of Agriculture on the 24th day of August 1920

State Highway Department of the State of Oregon

By _____
Chairman, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
State Highway Engineer

_____
Acting Secretary of Agriculture.

1 K3

(Amendment of Certificate of Approval of Plans, Specifications, and Estimates, [illegible] October 2, 1919, to cover [illegible] Project No. 11)

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+0 about 1½ miles east of Richland and a point easterly at survey station 232+0

locally known as the Baker-Cornucopia Highway, (Canyon Section), Baker County,

and designated in the records of this Department as Project No. 11, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $97,682.98 in addition to the $25,034.06 approved by Certificate of October 2, 1919, as the total estimated cost of said project, and the sum of $23,907.42/ as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

C. W. Ball

Acting *Secretary of Agriculture.*

October 4, 1920.

Mr. R. H. Baldock,
Division Engineer,
Lafayette, Ore.

Dear Sir: Post Road #11.

We wish to advise that no reply has been received to my letter of Sept. 17th requesting that the consent of the surety company be attached to the request of Cowan & Harrington for an extension of time for the completion of the Canyon section of the Sumner-Cornucopia Highway. It is necessary that these records be completed so that our files may be complete.

Very truly yours,

Secretary.

BAK:CJR

Form 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Canyon Date Oct 2 19 20

Week from Sept 26 to Oct 2

Highway Baker Connections Job Prefixes 1P-1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Baker

Survey will be completed about Oct 15 Number in party Three

Camp location Three miles from Richland

Mail address Richland Ore

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Only 936 cu yds of gravel put out this week as the water is raising. It will take 8700 yds more to finish the job and with very good luck should be completed by Sunday

NOTED
H B GLAISYER

Signed B H McMaster

Title Resident Engineer

Sept. 25, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-11

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 3,519.49, covering work done from Oct. 11, 1919 to Feb. 9, 1920, on the Canyon Section, Oregon Federal Aid Project No. 11.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

FORM 4 9-7-20

BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

BR 11

Baker, Sept. 23, 1920.

In re: 1 PC 1- Force Order.

REFERRED TO
Dorman
BY H. N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Inclosed please find Force Order No. 1, Canyon Section of the Baker-Cornucopia Highway, Contract No. 243, F. C. Oxman, contractor, to cover work removing slides and widening grades at various points between Stations 62 + 50 and 193 + 00; estimated cost $200.00.

Very respectfully,

R. A. Baldock
Division Engineer.

RAT/V-

Incl.

STAR 1

RECEIVED
SEP 25 1920

September 21, 1920.

Mr. Guy Hughes,
Editor Pine Valley Herald,
Halfway, Baker County, Ore.

Dear Sir:

We are in receipt of your letter of the 15th, making inquiry in regard to preliminary estimates and final costs of the grading of the Grayon Section of the Baker-Cornucopia Highway.

In order that you may be fully informed in regard to these matters, we have prepared for you a statement showing in detail the estimated and final quantities involved in this work, and the contract price and final completed cost. A copy of this statement is attached hereto.

You will note that the final cost of the grading of this section was approximately $19,000.00 more than the contract price. This amount comprises the following items:

| | |
|---|---|
| Extra work, covering features of the work which it was not practicable to include in the contract on a unit price basis or a lump sum bid basis | Approx. 1,750.00 |
| Encountering more solid rock in excavation than was expected | Approx. 8,200.00 |
| Replacement, with concrete structures, of two old bridges, which replacement was not contemplated at the time the work was contracted | Approx. 5,900.00 |
| Use of more culverts for drainage that were at first considered necessary | 2,450.00 |
| Rubble Masonry headwalls for the additional culverts and a rubble masonry retaining wall not included in the original plans | 1,200.00 |
| Extra Engineering cost due to failure of contractor to complete work on time | 1,500.00 |
| Total | $19,000.00 |

The above explanation is not offered as an apology for our estimate of the quantities and classification for this work being very considerably below the final cost. If you are familiar with construction work, you realize the impossibility of forecasting the

Mr Guy Hughes
Halfway, Baker County, Ore.
Sept 21 1920

nature of material to be encountered in excavation and of determining the exact quantities to be handled in any piece of grading construction. The State Highway Department is not interested so much in determining in advance exactly what a piece of work will cost, as it is in securing a dollar's worth of work for each dollar expended. Close estimates of quantities and costs take time and cost money. Figuring preliminary estimates closely does not make the work cost any less money. We do, of course, try to have our estimates reasonably close, but we do not consider this a primary consideration by any means.

In general, we expect our preliminary estimates to be within about 15% of the completed cost, and a variation of 25% as there proves to have been in this particular job is very excessive. We regret that this is the case, but the fact remains, that had the preliminary estimates been exactly correct, the net result to the State would have been no different.

Please feel free to call upon us at any time for any information that you may desire in connection with our work.

Very truly yours,

HERBERT HUNN
State Highway Engineer.

By
Office Engineer.

SHP:CJR
Enc

Guy Hughes, Publisher

BRING HIGH PRICES

The climate of Pine Valley can scarcely be equaled for health and comfort the

HAY AND GRAIN YIELDS ARE LARGE

GOLD AND COPPER OUTPUT INCREASES

SCENERY ATTRACTS

"It is good enough for Switzerland," is the way many visitors describe the

SAWMILLS BUSY CUTTING LUMBER

September 15, 1920

State Highway Commission,

Salem, Oregon,

Gentlemen:

I wish to get a little information about the cost of grading the Canyon section of the Baker-Cornucopia Post Road. The engineers' estimate was, I believe, about $40,000, and I am told that the contract was let for a sum slightly above that figure. Yet the Oregon Voter gives the cost of the grading of this section at about $80,000.

Where is the discrepancy, assuming that the Voter had its information correctly?

Yours truly,

Guy Hughes

ANSWERED

COMPARISON of PRELIMINARY ESTIMATE with FINAL COST

Grading of Canyon Section of Baker-Cornucopia Highway in Baker County.

Salem, Oregon, Sept. 20th, 1920.

| Quantities | | Units | Items | Unit Prices | Amounts | |
|---|---|---|---|---|---|---|
| Prel. Est. | Final | | | | Prelim. Est. | Final |
| All | All | Lump | Clearing and Grubbing | 100.00 | $ 100.00 | $ 100.00 |
| 42,700. | 28,431.5 | Cu.Yds. | Common Excavation | .72 | 30,744.00 | 20,470.68 |
| 10,840. | 24,206.1 | Cu.Yds. | Solid Rock Excavation | 1.40 | 15,176.00 | 34,000.54 |
| 20,000. | 20,345. | Sta.Yds. | Overhaul | .04 | 800.00 | 809.80 |
| 384. | 1,220. | Lin.Ft. | 12" Corrugated Galvanized Iron Culvert Pipe | 2.25 | 864.00 | 2,745.00 |
| 430. | 554. | " | 18" " " " " " | 3.75 | 1,612.50 | 2,002.50 |
| 114. | 138. | " | 24" " " " " " | 5.00 | 580.00 | 690.00 |
| 70. | 80. | " | 36" " " " " " | 7.50 | 525.00 | 600.00 |
| 20. | 106.35 | Cu.Yds. | Class "A" Concrete | 30.00 | 600.00 | 3,265.50 |
| 18. | — | " | Class "C" Concrete | 22.00 | 396.00 | — — |
| 1,000. | 13,145. | Lbs. | Metal Reinforcement | .10 | 100.00 | 1,314.50 |
| 33. | 93. | Cu.Yds. | Rubble Masonry | 20.00 | 660.00 | 1,860.00 |
| 1.2 | — | M.F.B.M. | Lumber and Timber in place | 60.00 | 72.00 | — — |
| 370. | 425. | Sq.Yds. | Hand Placed Rock Slopes | 1.50 | 555.00 | 637.50 |
| | | | Extra work on Cost Plus 10% Basis as follows: | | | |
| | | | Salvaging old culvert pipe | | ---- | 124.74 |
| | | | Hauling lumber and erecting engineer's camp | | ---- | 19.33 |
| | | | Moving telephone line | | ---- | 60.83 |
| | | | Moving and rebuilding irrigation flumes | | ---- | 571.75 |
| | | | Rebuilding bridge over Emigrant Creek | | ---- | 508.66 |
| | | | " " at Station 151 | | ---- | 61.24 |
| | | | Building Rock Toe Walls | | ---- | 329.74 |
| | | | Total Contract Price | | $ 52,784.50 | |
| | | | Total Final Payment to Contractor | | | $70,242.31 |
| | | | Engineering Cost | | 5,278.45 | 6,740.90 |
| | | | Grand Totals | | $ 58,062.95 | $76,983.21 |

Sept. 18, 1920.

American Surety Co.,
600-601 Yeon Bldg.,
Portland, Oregon.

File 22-11

Gentlemen:

We are in receipt of your letter of the 15th inst. making inquiry regarding the gravelling of the Cowyon Section of the Baker - Cornucopia Highway in Baker County, your bond #285,657-A.

On August 25th this work was approximately 44% complete.

Very truly yours,

HERBERT HUNN,
State Highway Engineer,

By

Secretary.

Dictated by J. T. DeSousa,
ET

Home Office Building

Capital $5,000,000.

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

JOHN K. KOLLOCK, ATTORNEY

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

OR 11

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

PORTLAND, ORE., Sept. 15, 1920

Re: 285657-A : F. C. Oxman to State of Ore.
Contract for graveling Canyon Section
of Baker Cornucopia Highway. $18,100.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

I would thank you to advise me of the progress made by Mr. Oxman under his contract with the Highway Commission for graveling the Canyon Section of the Baker-Cornucopia Highway in Baker County.

Very truly yours,

WJL-s

Manager.

PR
11

September 3, 1930

Aetna Casualty & Surety Company,
c/o McCargar, Bates & Lively, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

I wish to advise you that the State Highway Commission is now about to make final payment to Morrison & Knudsen on their contract for grading and graveling the Canyon Section of the Baker-Cornucopia Highway in Baker County.

This is our contract No. 161 and we are advising you at this time of our intention to make final payment since the date for completion has expired.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

August 13, 1920.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

We are returning under separate cover the cross-section notes, plats, profile, O. H. plat, and final estimate of the Canyon Section of the Baker-Cornucopia Highway.

We have checked the quantities on this job and have noted the corrections on the plats and mass diagram. Our greatest difference, however, seems to be in compiling the estimate. Using the quantities from the plats and the classification as shown on the profile, we seem to vary considerably from the results shown on your estimate. We have shown the classification sub-divisions with the quantities and totals as we make them, on separate small sheets for you to use in a re-check.

There appears to be no final list of culverts as laid or any notes of culvert excavation. These are noted on the profile but the note records from which the estimate and profile are made up seems to lack this information.

There is also an item on the estimate of 436.6 sf Hand Placed Rock Slope which is not substantiated by anything in the notes that we can find.

The excavation for concrete bridges is indicated on the sketch plans of same as so many yards of S. P. Mr. Forrester apparently failed to give any notes to support this yardage. Is this to be accepted as correct?

Please preserve and return these itemized sheets of roadbed sections with any corrections or additions that you may make noted thereon, together with any similar schedule you make make up, to be filed with final records so that if any question should arise at any time in connection with this work, the items of the estimate can be easily checked and verified.

Please give this your immediate attention, in order to make final settlement with the contractor at the earliest possible moment.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

Dictated by F. D. Mason.
ET

August 10, 1920.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

File - 11.

Dear Sir:

We are in receipt of your letter of the 7th inst. making inquiry regarding time of final payment on the Canyon Section of the Baker-Cornucopia Highway, Oregon Federal Aid Project No. 11.

The final notes on this work are being checked in this office at the present time. A number of small discrepancies have been noted, chiefly in the mathematical calculations of the quantities, but none of any great magnitude have been discovered so far. If no discrepancies are noted of sufficient magnitude to require the returning of the notes to you, it is very probable that the final estimates will be forwarded to the Auditing Department for payment by the end of the present week.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Asst. Office Engineer.

Dictated by J. W. DeSouza.
ET

FORM 2A 216-8-20

S. BENSON, PORTLAND, CHAIRMAN
P. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

RR 11

Baker, Oregon,
August 7, 1920.

In re: Canyon Section-Final.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I have just received a communication from the Morrison-Knudsen Company, contractors, Boise, Idaho, requesting settlement on the Canyon section of the Baker-Cornucopia Highway.

They have presented a statement for interest due on per centage retained, which I inclose herewith.

10% of Forrester's final estimate was retained pending investigation re computation of final, which resulted in cutting off about $4,000 from Forrester's figures.

Would appreciate your advice in this matter when payment can be made on this estimate.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

Incl.

RECEIVED
AUG 9 1920

BOISE, IDAHO, August 5, 1920 19

Oregon

IN ACCOUNT WITH

# MORRISON-KNUDSEN CO.

## GENERAL CONTRACTORS

302 BROADWAY

1920

PRESS OF AL KENNARD

| | | | | |
|---|---|---|---|---|
| 3/20 | | 10% unpaid on Est #6 -- Cont #161 ---------- | 7,317 | 98 |
| | | Int on $7317.98 from 3/20 to Aug 15 | | |
| | | 148 days @ 8% ---------- | 240 | 68 |
| | | Bal. due ---------- | 7, 558 | 66 |

AUG 20 1920
ST... ... BAKER

BOISE, IDAHO, August 5, 1920 19

Oregon

IN ACCOUNT WITH

# MORRISON-KNUDSEN CO.

## GENERAL CONTRACTORS

302 BROADWAY

1920

PRESS OF C. E. KENNARD

| | | | |
|---|---|---|---|
| 3/20 | 10% unpaid on Est #6 — Cont #161 ---------- | 7,317 | 98 |
| | Int on $7317.98 from 3/20 to Aug 15 | | |
| | 148 days @ 6% ---------- | 240 | 68 |
| | Bal. due ---------- | 7,558 | 66 |

RECEIVED
1920
KEER

July 16, 1920.

Morrison-Knudsen Co.,
302 Broadway,
Boise, Idaho.

Gentlemen:

This is to acknowledge receipt of your letter of July 14th in regard to a final estimate for the grading and surfacing of the Canyon Section.

We are very sorry to have to advise you that on account of the unsatisfactory manner in which our resident engineer on this work handled his engineering work, it has been necessary for us to make an entire re-measurement of the work done on this section. We are advised by our Division Engineer, Mr. Baldock, that this measurement has been completed and that the final estimate will be ready for submission from the Baker office on Saturday, July 17th. We assure you that this estimate will be put through for payment as soon as possible after its receipt from the field.

Very truly yours,

HERBERT NUMM,
State Highway Engineer,

By

Office Engineer.

SHP:ET
c. c. to H. H. Baldock.

# Morrison-Knudsen Company

GENERAL CONTRACTORS

IRRIGATION AND POWER DEVELOPMENT

RAILROAD AND HIGHWAY CONSTRUCTION

OFFICES AND WAREHOUSE
302 BROADWAY, BOISE, IDAHO


July
Fourteenth
Nineteen-Twenty

Herbert E. Nunn, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.
Dear Sir:

While in Portland on the 6th, inst., the writer spoke to you about the long delay in the payment of the final estimate on the Canyon Section of the Baker-Cornucopia Highway. This work was practically completed in December and was finally completed in its entirety the first of February of this year. We are out about $300.00 in interest up to the present time in waiting for final settlement.

It would seem that sufficient time has been allowed to check over the quantities in connection with this work and we feel that we should be sent a voucher immediately, together with a copy of the final estimate, which we have never had, covering settlement in full for this work.

Please see that this is attended to at once, we are,

Very truly yours,

MORRISON-KNUDSEN COMPANY,

By H. W. Morrison

HWM-AD

2 - Palmer

July 8, 1920.

X.A. # 11

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

The Morrison-Knudson Company is complaining on account of the delay in the final payment in connection with the grading of the Canyon Section. The last information we have in our files concerning this project is a letter from you under date of April 25th, stating that a re-measurement of this work was necessary and that this re-measurement would require about two week's time.

Kindly advise us as to when we may expect the final estimate for this work.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ET

FR

June 24, 1920

I VB

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Please see attached letter from Oxman & Harrington requesting an extension of time on the graveling of the Canyon Section of the Baker-Cornucopia Highway. Will you please make your recommendations on this matter and advise the contractors that this request should be brought to the attention of their surety company and their consent obtained.

Yours truly,

Secretary.

RAK:LM
1 Encl.

N STATE HIGHWAY COMMISSION

Baker, Oregon,
June 23, 1920.

In re: Canyon Section- Extension of Time.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon. Attention Mr. Klein.

Dear Sir:

I herewith inclose letter from Mr. F. C. Oxman, requesting that time limit on graveling Canyon Section of the Baker-Cornucopia Highway be extended to August 31st, 1920.

In view of the high water condition this spring, which covered the bar from which the gravel was to be obtained, it was impossible for them to begin the work sooner. I would recommend that the extension of time be allowed.

Very respectfully yours,

R H Baldock

RHB/V Division Engineer.

1 Inclosure.

JUN 25 1920

June 20 1920.

Oregon State Highway Commission,
Salem, Oregon.

Attention, Mr. Baldock,
Division Engineer, Baker, Ore.

Dear Sir:

I respectfully request that the time limit on graveling of the Canyon Section of Baker-Cornucopia Highway be extended to August 31, 1920.

High water in the Powder River flooded the gravel bar the is to be crushed for surfacing, making it impossible to get to work as soon as we expected.

Very Respectfully yours,

L. C Olman

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No. 1

COPY

Engineering - Post Roads
Oregon F. A. 10 - 11

June 12, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Your letter of June 10, regarding additional work on the Baker-Cornucopia Highway, has been considered.

The traffic over the Baker-Cornucopia Highway which you are now proposing to improve, is, as you point out in your letter, very light. At the present time prevailing prices are extremely high and with the contractors generally loaded to full capacity with work, there is very little likelihood of any great reduction in costs this year. Bonds are also selling at a very heavy discount. These conditions, together with the fact that many miles of more important State highways are urgently in need of funds for completion, make us question the advisability of considering at the present time the expenditure of a large amount of Federal Aid funds on an improvement which will be for some time to come so lightly used. The use of Federal Aid funds on the roads more urgently needed will reduce the necessity of the State being forced to sell as many bonds as it would otherwise. It is also important to note in this connection that the amount of Federal Aid now appropriated for the country is limited and is not sufficient to cooperate equitably on the more important State highways.

We do not believe that the allotment of two or three hundred thousand dollars of Federal Aid for the further improvement of this relatively unimportant State highway could be justified in view of present conditions. We could not, therefore, recommend this project for approval at the present time.

Very truly yours,

C. H. Purcell,

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 11.

P.R. #11

May 8, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of May 7th. enclosing County Resolutions, providing additional funds for the construction of Oregon Federal Aid Projects Nos. 10 and 11. In the future, please furnish us with three copies of resolutions as we require two copies for the Washington office and one for our files.

We are today forwarding to the Director with our recommendation for approval revised estimate and special provisions covering the surfacing of the entire length of Project No. 11.

Yours very truly,

J. N. Leuitt

Acting District Engineer,

Noted
Filed
Good

Duncan Engineer

# OREGON STATE HIGHWAY COMMISSION

Sunday
Baker- 4-25-20

Re: Canyon Section Final.
Baker-Cornucopia Hy.

Attention R. A. Kleist.
PR 11

Mr. Hubert Nunn
State Highway Engineer
Salem, Oregon.

RECEIVED
APR 26 1920
STATE HIGHWAY ENGINEER

Dear Sir:-

As explained to you in my letter of April 6th, I will be unable to submit final records for the Canyon Section grading - until the line has been re-cross-sectioned. This line is as section of the Baker-Cornucopia Highway- Norman & Knudsen contractors.

I am enclosing final estimate as submitted by H.C. Forrester Res-Engr- and would recommend payment- of all but 10%- ~~Ten~~ percent will be more than sufficient to adjust differences between Forrester's final and- corrected final.

Very respectfully,
R. H. Baldock
Division Engineer

Noted
RHB

FORM 0 1920-10-10

S. BENSON, PORTLAND, CHAIRMAN
[illegible]. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR
11

[illegible]
[illegible]

# OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Oregon,
April 6, 1920.

In re: Canyon Section Grading Estimate.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In checking up the final notes and cross sections for grading on the Canyon Section of the Baker-Cornucopia Highway, I find that a large amount of borrow is shown; that no mass diagram was made; no cross sections for a greater part of the borrow are among the notes; and also that adjacent to the borrow a very large amount of waste is shown on the profile without notes to show where the waste went to or reason for same. In addition there are no notes showing percentage of shrinkage used. In making a mass diagram of the entire line no reason for the above mentioned condition shows up.

Therefore I have decided that the only thing to do is to recross-section the entire line, and I am sending out a small party tomorrow to start on this work. This line is about four miles and a half in length. I presume it will take at least two weeks to do this work as the entire center line will have to be retraced.

Yours very respectfully,

R. A. Baldock

RAT/V

Division Engineer.

Notes
Staff

#29 Mrs. [illegible] Forester's

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. THORGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

NOTED
H.N.

PR11

# OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon.
Mar. 3, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I enclose herewith petition from tax payers of Baker County, relative to retention of A. C. Forrester on road work. I will take this up with the principal signers on my next trip to Halfway, explaining to them that while we have no criticism of A. C. Forrester as an Engineer, he repeatedly after being cautioned, took matters over the head of his superiors, rendering his dismissal necessary.

I trust this will meet with you approval.

Very respectfully,

R H Baldock

RHB/B.

Division Engineer.

RECEIVED
MAR 5 1920

Half Way Ore Feb.20 1920

Mr.Herbert Nunn
State Highway Engineer
Salem Ore.

Sir.

We the undersigned tax payers of Baker County deplore the removal of A.C.Forrester,Resident Engineer, from this District and for the best interest of the State and County we request that you retain Capt Forrester on the road work that is about to be finished in the Powder River Canyon.

A R. Leep
C C Reed
C St David
J N Fellmer
S.F. Deadmick.
Jaime Lloyd
H Y Hewitt.
C Gr Fraile
B Ward
M A Christensen
Pat Smith
H E Layne
Wm W Horn Jr

S. P. Williams
W Lamoreaux
J W Scarbrides
W E Thompson
Wm Moffitt

1920

March 16, 1920

Mr. F. C. Cannan,
Baker, Oregon.

Dear Sir:

I am handing you, herewith, copy of executed contract for graveling Canyon Section of the Baker-Cornucopia Highway in Baker County.

Yours respectfully,

Secretary

2AK/R

TEACHERS EXAMINATION HELD THE THIRD WEDNESDAY IN [illegible] AND DECEMBER

# Baker County Oregon

A. B. COMBS, JR., COUNTY CLERK
R. P. ANDERSON, SHERIFF
ELIZA M. PEARSON, TREASURER
HARRY G. HYDE, ASSESSOR
ELMETTA BAILEY, SCHOOL SUPT.
E. F. WEST, CORONER
IRA. L. HOFFMAN, SURVEYOR

Wm. Duby.
COUNTY JUDGE, [illegible]
COMMISSIONERS: JAS. P. RITTER
JESSE DODSON
DISTRICT ATTORNEY, W. S. LEVENS

CIRCUIT COURT
CONVENES
SECOND MONDAY IN FEBRUARY
SECOND MONDAY IN JUNE
SECOND MONDAY IN NOVEMBER
GUSTAV ANDERSON
CIRCUIT JUDGE

PROBATE COURT
FIRST MONDAY IN EACH MONTH

COUNTY COURT
FIRST WEDNESDAY IN EACH MONTH

Baker, Oregon,

March 15, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:- Attention S. H. Probert.

I am in receipt of yours of the 12th with reference to resolution covering the Canyon section of the Baker-Cornucopia Highway. We did intend to pass such resolution at our last meeting, but for some reason it was overlooked, which I regret very much, but the Commissioners will both be in town Wednesday of this week, I think, and if they are I will endeavor to get the resolution signed and forward same to you immediately thereafter. However, will keep your letter on my desk so that it will not be overlooked, and if the Commissioners fail to get in at this time thenI keep it until our next meeting when it will be taken care of.

I regret very much that this is the condition and will do my best to rectify it at the earliest possible date.

Yours very truly,

Wm. Duby
County Judge.

WD/MC

Note
Sent

March 12, 1920.

File: F.R. No. 11

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of March 10th with reference to County resolutions appropriating funds for cooperation in connection with the surfacing of Federal Aid Project No. 11. We have a letter from the County Judge of Baker County under date of February 10th, stating that the necessary resolutions would be passed and copies supplied as soon as the County Court could be gotten together. We are today writing to the County Judge, calling his attention to the fact that these resolutions have not yet been received.

Very truly yours,

HERBERT NUEL,
State Highway Engineer.

By

Office Engineer.

SHP-EP

March 12, 1920.

File: F. R. No. 11

Mr. Wm. Duby,
County Judge, Baker County,
Baker, Oregon.

Dear Sir:

This is to remind you that we have not yet received copies of resolutions passed by your County Court appropriating funds for cooperation in connection with the graveling of the Canyon Section of the Baker-Cornucopia Highway. In your letter of February 10th, you stated that copies of this resolution would be forwarded immediately after the next meeting of your County Court.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SEP-MH

PR11

February 10, 1930

Subject: Canyon Section,
Baker-Cornucopia Highway.

Mr. F. C. Cuman,
Baker, Oregon.

Dear Sir:

I am enclosing herewith copies of the contract for 4.4 miles of graveling on the Canyon Section of the Baker-Cornucopia Highway which was awarded to you at the last meeting of the State Highway Commission. Please execute all four copies of the contract and bond and return the same to the Commission for their approval, after which we will be pleased to return one to you and one to the bonding company.

Yours truly,

Secretary.

RAK:LM
Encls.

February 7, 1920.

File: P.R. 11

Mr. Wm. Duby,
County Judge,
Baker, Oregon.

Dear Sir:

As a basis for your resolution appropriating funds for the extension of the gravel surfacing for the Canyon Section to include the entire mileage of this Section instead of only 2.62 miles thereof as originally contemplated, we are submitting the following figures:

Contract Price of Graveling 4.43 Miles

| | | | | |
|---|---|---|---|---|
| 10,200 Cu. Yds. | Crushed Gravel | @ $ | 3.50 | $35,700.00 |
| 500 " | Clay Filler | | 1.00 | 500.00 |
| | Total Contract Price | | | $36,200.00 |
| Ten Percent for Contingencies & Engineering | | | | 3,620.00 |
| Total Estimated Cost | | | | $39,820.00 |

| | |
|---|---|
| Fifty percent to be paid by Baker County | $19,910.00 |
| Covered by Resolution dated December 5, 1919 | 13,200.00 |
| Balance for which resolution is required | $ 6,710.00 |

In order that we may get this matter closed up with the Bureau of Public Roads, we would request that you have the necessary resolution prepared and four signed or certified copies submitted to us as soon as your convenience will permit.

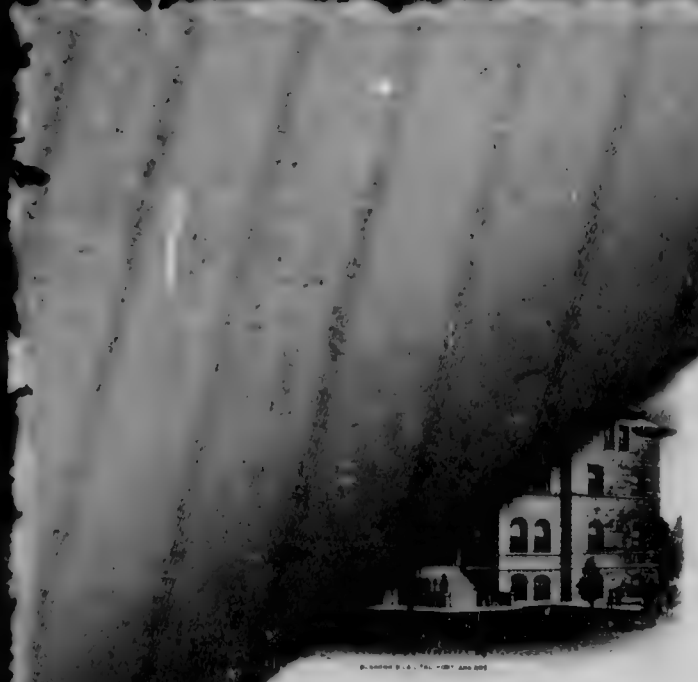
Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP-BH
C.C. to Mr. R. H. Baldock.



TEACHERS EXAMINATION HELD THE THIRD WEDNESDAY IN [illegible] AND DECEMBER

# Baker County OREGON

A. B. COMBS, JR., COUNTY CLERK
R. P. ANDERSON, SHERIFF
ELIZA M. PEARSON, TREASURER
HARRY G. HYDE, ASSESSOR
ELMETTA BAILEY, SCHOOL SUPT.
E. F. WEST, CORONER
IRA. L. HOFFMAN, SURVEYOR

COUNTY JUDGE, J. B. MESSICK
COMMISSIONERS. JAS. P. RITTER, JESSE DODSON
DISTRICT ATTORNEY, W. S. LEVENS

CIRCUIT COURT
CONVENES
SECOND MONDAY IN FEBRUARY
SECOND MONDAY IN JUNE
SECOND MONDAY IN NOVEMBER
GUSTAV ANDERSON
CIRCUIT JUDGE

PROBATE COURT
FIRST MONDAY IN EACH MONTH

COUNTY COURT
FIRST WEDNESDAY IN EACH MONTH

Baker, Oregon,

February 10, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

I am in receipt of yours of the 7th inst., relative to resolution required on the Canyon section of the Baker-Cornucopia post road.

I do not know that I can get this resolution to you before our next meeting. However, will do so if possible, and you may rest assured that the resolution will be furnished at that time, if not before, as I have talked the matter over with the Commissioners and it is agreeable with them, and if I can get them in the meantime I will forward the same at an earlier date than our next meeting.

Trusting that this will meet with your approval, I remain

Very truly yours,

W. D. Leedy
County Judge.

WD/MC

February 7, 1920.

File: P. R. 72

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we are submitting estimate to be used as a basis for the revised project agreement for Federal Aid Project No. 11, designated as the Sumpter Section of the Baker-Cornucopia Highway. For further details in regard to the revisions in connection with this Project, we refer you to our letter of January 28th.

There remain to be received from the County Court of Baker County, copies of their resolution appropriating a balance of $6,710.00 for cooperation upon this work. The understanding with the County is that they are to pay $6,000.00 on the grading and 50% of the surfacing cost. This makes a total amount of county funds involved of $25,918.00. Resolutions dated May 4th, 1918 and December 5th, 1919, appropriate $6,000.00 and $13,200.00 respectively. A resolution appropriating the balance has been requested, and copies will be forwarded to you as soon as received.

Very truly yours,

HERBERT NASH,
State Highway Engineer,

By

Office Engineer.

SHP-HH

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT NO. 11

Detailed Estimate to be used as Basis for Revised Project Agreement

- - - - -

GRADING AND GRAVELING, CANYON SECTION OF BAKER-CORNUCOPIA HIGHWAY IN BAKER COUNTY

Salem, Oregon, February 7, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing (60' R. of W.) | - - | $ 100.00 |
| 42,700 | Cu. Yds. | Common Excavation | $ .72 | 30,744.00 |
| 10,840 | " | Solid Rock Excavation | 1.40 | 15,176.00 |
| 20,000 | Yd. Sta. | Overhaul | .04 | 800.00 |
| 384 | Lin. Ft. | 12" Culvert Pipe | 2.25 | 864.00 |
| 430 | " | 18" Culvert Pipe | 3.75 | 1,612.50 |
| 116 | " | 24" Culvert Pipe | 5.00 | 580.00 |
| 70 | " | 36" Culvert Pipe | 7.50 | 525.00 |
| 20 | Cu. Yds. | Class "A" Concrete | 30.00 | 600.00 |
| 18 | " | Class "C" Concrete | 22.00 | 396.00 |
| 1,000 | Lbs. | Metal Reinforcement | .10 | 100.00 |
| 33 | Cu. Yds. | Rubble Masonry | 20.00 | 660.00 |
| 1.2 | M-F.B.M. | Lumber & Timber | 60.00 | 72.00 |
| 370 | Sq. Yds. | Hand Placed Slopes | 1.50 | 555.00 |
| 10,200 | Cu. Yds. | Crushed Gravel Surfacing | 3.50 | 35,700.00 |
| 500 | " | Clay or Other Earth Filler | 1.00 | 500.00 |
| | | Sub-total | | $ 88,984.50 |
| | | 10% Eng. & Contg. | | 8,898.45 |
| | | Total | | $ 97,882.95 |

Length of Project 4.43 Miles
Estimated Cost per Mile - $22,095.47

| | |
|---|---|
| Federal Aid Requested | $48,941.47 |
| State Funds Available | 23,031.48 |
| County Funds Available | 25,910.00 |
| Total | $97,882.95 |

Signed

State Highway Engineer

January 28, 1290.

File : P.R. No. 11

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon

Dear Sir:

The matter of the extension of the gravel surfacing in connection with the Canyon Section of the Baker-Cornucopia Highway to include the entire mileage of the Project has been taken up with the State Highway Commission and the County Court of Baker County, and has met with the approval of both. We accordingly request that a supplementary agreement be drawn covering the additional work involved.

We estimate that 10,200 cubic yards of crushed gravel and 500 cubic yards of clay or other earth filler will be required to surface the entire section. The neat volume of crushed gravel surfacing figures 9270 cubic yards. To this we have added 10% for extra thickness that may be required in places. The clay or earth filler has been figured as 5% of the volume of crushed gravel.

It is understood that Baker County will cooperate in this work to the extent of 50%, and therefore, no state funds will be required. We have written to the County Court of Baker County, to submit copies of the resolutions making the necessary appropriations.

We are not submitting at this time the detailed estimate to be used as a basis for the revised agreement, as we desire to incorporate in this estimate the actual contract prices. Bids are to be received on February 5th, and the revised estimate will be submitted to you immediately thereafter.

Since submitting to you the special provisions to be used in connection with the Project, our Division Engineer has recommended that only Crushed Gravel Surfacing be considered for this Project, the gravel available not being suitable for use run-of-bank or screened, on account of the large percentage of oversize material. We are accordingly submitting for your

approval revised special provisions based upon this recommendation.

Very truly yours,
HERBERT HUNT,

State Highway Engineer.

By

Office Engineer.

HP-HM

Sa[illegible], Oregon,
January 27, 1920.

## SPECIAL PROVISIONS

To be used supplementary to Oregon State Standard Specifications in connection with the graveling of the Canyon Section of the Baker-Cornucopia Highway in Baker County, Federal Aid Project No. 11.

## GRAVEL SURFACING

### Preparation of Subgrade:

Before any surfacing material is applied, the roadbed shall be regraded and brought to the cross-section indicated on the plans as the "Typical Graded Cross-Section", all ruts and inequalities in the subgrade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work and to the fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made and no force account allowed.

### Quality of Material:

Gravel satisfactory for the work is obtainable from gravel beds adjacent to the work. The engineer shall be the judge as to whether the gravel from any particular pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities and toughness to the best gravel obtainable within reasonable hauling distance.

### Crushed Gravel:

All gravel for use in crushed gravel surfacing shall be run through a crusher, crushing all oversize stone and boulders that occur in the run-of-bank material to a maximum size of one and one-half ($1\frac{1}{2}$) inches. If in the material coming from the crusher there occurs more than 40% of material less than one-quarter ($\frac{1}{4}$) inch in size, there shall be screened out sufficient of this fine material to bring the percentage to between 25 and 40%.

### Clay or Other Earth Filler:

Where in the discretion of the Engineer, the addition of a limited amount of clay or other earth filler is required to provide the necessary binding qualities, this material shall be added in such quantities as the Engineer may direct, but in no case shall these quantities exceed ten percent of the gravel quantities to which the additions are made.

The specifications as given for this item on pages 41 and 42 of the Standard Specifications shall apply.

### Pits to be Secured by Contractors:

All gravel pits from which material is to be used shall be secured and developed at the sole expense of the contractor.

### Width, Thickness and Number of Courses:

The width of surfacing to be laid under this contract is sixteen (16) feet. It

shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half ($1\frac{1}{2}$) inches.

Hauling, Harrowing, Dragging, etc:

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, so far as practicable, over the surfacing as it is placed; to complete the construction of the base course from each particular set-up before commencing the top course from that set-up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan attached hereto.

Measurement and Payment:

In his prices bid for "Crushed Gravel Surfacing", the contractor shall include the cost of preparing the sub-grade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface, except that the clay or other earth filler that may be added in accordance with the instructions of the Engineer, shall be paid for at the price bid per cubic yard for that item.

The quantity of "Crushed Gravel Surfacing", to be paid for shall be the number of cubic yards, loose measure, of material of the particular class delivered and incorporated in the work.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE

REFER TO FILE No.

Engineering - Post Roads.
Oregon F.A. No. 11.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 23, 1920.

RECEIVED
JAN 2 3 1920
Sta.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of January 20th. regarding the surfacing of the entire length of Oregon Project No. 11.

We fully agree that continuous surfacing would be much better, and will be glad to recommend Federal Aid to the extent of 50% of the entire cost.

We enclose a copy of the estimate which will be used as a basis for the revised project agreement providing for surfacing 2.6 miles. This estimate has been approved by the Chief Engineer.

If it is found that the entire project can be surfaced, the enclosed estimate will be superseded.

Yours very truly,

G. H. Purcell

Acting District Engineer.

( 1 Enc.)

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 11

## Detailed Estimate to be Used as a Basis for the Revised Project Agreement

GRADING AND GRAVELLING, CANYON SECTION OF BAKER-CORNUCOPIA HIGHWAY IN BAKER COUNTY

Salem, Oregon, Nov. 21, 1919.

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| All Required | Clearing & Grubbing (60' R. of W.) | | 100.00 |
| 42,700 Cu. Yds. | Common Excavation | .72 | 30,744.00 ✓ |
| 10,840 " | Solid Rock Excavation | 1.40 | 15,176.00 ✓ |
| 20,000 Yd. Sta. | Overhaul | .04 | 800.00 ✓ |
| 384 Lin. Ft. | 12" Culvert Pipe | 2.25 | 864.00 ✓ |
| 430 " | 18" Culvert Pipe | 3.75 | 1,612.50 ✓ |
| 116 " | 24" Culvert Pipe | 5.00 | 580.00 ✓ |
| 70 " | 36" Culvert Pipe | 7.50 | 525.00 ✓ |
| 20 Cu. Yds. | Class "A" Concrete | 30.00 | 600.00 ✓ |
| 18 " | Class "C" Concrete | 22.00 | 396.00 ✓ |
| 1,000 Lbs. | Metal Reinforcement | .10 | 100.00 ✓ |
| 33 Cu. Yds. | Rubble Masonry | 20.00 | 660.00 ✓ |
| 1.2 M-FBM | Lumber & Timber | 60.00 | 72.00 ✓ |
| 370 Sq. Yds. | Hand Placed Slopes | 1.50 | 555.00 ✓ |
| 5,470 Cu. Yds. | Gravel Surfacing | 4.00 | 21,880.00 ✓ |
| | Sub-total | | $ 74,664.50 ✓ |
| | 10% for Eng. & Cont. | | 7,466.45 ✓ |
| | Total | | $ 82,130.95 ✓ |

Length of Project 4.43 Miles
Estimated Cost per Mile $18,539.71 ✓
Federal Aid Requested $41,065.47 ✓
State Funds Available 23,031.48
County Funds Available 18,034.00
Total $82,130.95

Signed Herbert V. Rasmus
State Highway Engineer

LGB

This estimate supersedes my estimate dated Feb. 7th, 1920. LGB

RECEIVED JAN 26 1920

Baker-Cornucopia Highway. Judge Duby advised that on receipt of letter from Highway Commission he would take up with cou-

Form 89

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section ..... Date 1-15-20, 19.....

Week from ..... to .....

Highway Baker ..... Job Prefixes .....
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County .....

Survey will be completed about ..... Number in party .....

Camp location .....

Mail address .....

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Signed .....

Title .....

Baker-Cornucopia highway. Judge Duby advised that on receipt of letter from Highway Commission he would take up with cou-

U. S. FORM 39 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

PR 10

Baker Oregon Jan 17, 1920

County of Baker — Week from 1/10 to 1/18

Highway Baker-Cornucopia — Number in party Two

Section Baker-Mill Bridge — Survey will be completed

Camp location Baker

Mail address Baker

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Weather is warm on the Cornucopia line. Contractor will get gravel shoulders in flower from sta. 345-389 if weather stays good tomorrow. Crusher has been shut down on account of rains.

Let 4 County Road slates for gravel shoulders Sta 345-389.

Copy sent to Accountant. Left Jan 14.

RECEIVED
JAN 19 1920

(Principal Res Eng 2) By

Signed H E Smith

Title Res Engr.

Baker-Cornucopia highway. Judge Duby advised that on receipt of letter from Highway Commission he would take up with cou-

FORM 4 10M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Oregon.
Jan. 14, 1920.

Subject: Graveling Canyon Sec. Baker-Cornucopia Hy.

Mr. Herbert Nunn, Attention Mr. R.A. Klein.
State Highway Engineer,
Salem, Oregon.

RECEIVED
JAN 17 1920
STATE HIGHWAY ENGINEER

Dear Sir:

I have just made an inspection trip over Canyon Section of Baker-Cornucopia Highway. This section 4.44 miles in length was graded for the most part last summer and fall. There remains about 1000 ft. to grade which the contractor will complete as soon as coal is received to operate steam shovel.

I note that 2.66 miles of this project has been advertised for graveling, bids to be open Jan. 5th. It appears that the 2.66 miles was to cover the soft spots in the subgrade and the remaining two miles was considered stable enough to do without gravel.

I took this matter up with Mr. Forrester, resident engineer, on this section and he said the spots for graveling were picked by him, and at the time he considered the remainder to be a fairly stable foundation. However since his recommendation and before the freeze there was considerable water in the subgrade, and he found that those places where he had not intended to gravel were very unstable, and he would now recommend graveling the entire project.

I was interviewed by a number of citizens in that locality, and we talked the matter over with county court. The Consensus of opinion is that graveling the sections called for in contract will do very little good, that there will be numerous mud holes throughout the remaining section in the new subgrade, and that the section will be almost impassable after the frost goes out of the ground during the spring thaw. From my observation I believe this to be correct

In view of this condition I would recommend that if possible the entire project be graveled at the same time. Mr. Morris, of the Bureau of Public Roads, was with me and agreed with me in this opinion. He stated that he would recommend that the government cooperate on the entire project.

Judge Duby, of Baker County, told me that the county had a bond issue for $177,000 which was to cover their portion of grading and graveling the entire Baker-Cornucopia Highway. He also said that they were to supply one half of the funds for graveling the 2.66 miles proposed which amount was to apply on their portion for grading and graveling the Baker-Cornucopia Highway. Judge Duby advised that on receipt of letter from Highway Commission he would take up with cou-

nty court the matter of advancing the 50% of the money necessary to gravel entire project of 4.66 miles, which amount will apply to their protion.

I do not know whether you would think it advisable to make a change at this late date, but would recommend if possible the change be made. The contract should be let by the February meeting at least in order to get as much gravel as possible before the spring thaw. It is necessary for the travel which includes mail from Richland to Cornucopia and from Richland to Robinette to pass over this section, no divertable road being obtainable.

I would say that the increase in yardage from 5,000 to 10,000 would decrease the contractors estimate about 60% per cy. ~~and~~ the cost of installation could be distributed over the extra yards, and further more all the dead haul eliminated which would occur in graveling the 2.66 miles spots herein before mentioning. I would hesitate to advise narrowing the width of gravel to ten feet because I do not consider it good practice to vary from standards. Sixteen feet is little enough, and disadvantage of passing on the narrow strip would cause much adverse criticism.

Attached herewith you will find engineers estimate of yardage and cost for graveling entire section. If you make new estimate for the 2.66 miles - advise.

ANSWERED
S.H.Probert

Very respectfully,

Rob Baldock

RHB/B. Division Engineer.

P. S. I note in the proposal that alternate bids will be received on crushed gravel and screened gravel surfacing. Pleased be advised that there are no pits from which screened gravel can be secured economically. The gravel is fairly large and should be crushed and screened to a maximum size passing 1½ inch circular ring.

Would recommend that the special provisions be changed removing the difinitions of crushed gravel and screened gravel, reading as follows;

CRUSHED GRAVEL

All gravel shall be run thorugh a crusher, crushing all over size stones and boulders that occur in run of bank gravel to a maximum size passing 1½ inch circular screen, and comforming to specifications of top course gravel given on page 38 of standard specifications

R. H. B.

RECEIVED
JAN 17 1920

# ENGINEERS ESTIMATE OF COST

## GRAVELING TWO COURSE 1½INCH CRUSHED AND SCREENED GRAVEL SURFACING

---

## BAKER-CORNUCOPIA HIGHWAY CANYON SECTION

**4.46 Miles 16' Graveling**

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| 9,700 Cu. Yds. | Gravel Surfacing | $3.90 | $37,830. |
| 500 " " | Clay or Earth Filler | 1.00 | 500. |
| | | | $38,330. |
| | Plus 10% Engr. & Cont. | | 3,833. |
| | | Total | $42,163. |

| | | |
|---|---|---|
| Comparison of Bids | | $38,330. |
| Cost per Mile | | 8,594. |
| | Total | $46,924 |

---

Note:

This estimate is high due to cost of preparing sub-grade, haul of gravel, expense of haul of camp equipment and crusher set up. Each item of crushing, screening preperation of ~~gravel~~, subgrade, hauling and spreading gravel was given due consideration.

RR 11

January 8, 1920

Mr. A. A. Rosenthal,
Room 1301 Yeon Building,
Portland, Oregon.

File No. 125

Dear Sir:

I am returning herewith the letter addressed to Mr. Arthur McCarry and also certified check in amount $1,500.00. This check is undoubtedly the property of Mr. A. J. McCarry who has the contract for building approximately 4000 lineal feet of fence at Rainier. The check enclosed was a check submitted with his bid for graveling the Canyon Section of the Baker-Cornucopia Highway, at the meeting of December 20th, and had probably just been returned to him by this office.

Mr. McCarry's address is Rainier, Oregon.

Yours truly,

Secretary.

RAK:LH
1 Encl.

PR 11

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 11.

January 3, 1920.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Herewith we are returning to you vouchers in quadruplicate which you submitted for the construction of Oregon Federal Aid Project No. 11 for the period October 11th. to November 10, 1919.

If 12" or 36" corrugated galvanized pipe were used, the prices are incorrect, but, if concrete pipe were used, the prices are satisfactory. In other words the kind of pipe used seems to be improperly named. The extension of 30139 cu. yds of common excavation at 72¢ should be $21,700.08 instead of $21,700.00.

Kindly revise these vouchers as suggested.

Very truly yours,

C. H. Purcell

District Engineer,

(4 Encs.)

STATE HIGHWAY
SALEM, O

December 30, 1919.

Mr. C. M. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with the suggestions in your letter of December 29th, we have added to our clause covering the sizes of crushed gravel for use in connection with the graveling of Federal Aid Project No. 11 as follows:

"If there occurs in the material from the crusher any excess of sand above the percentages stated on page 41 of the Standard Specifications, such excess sand shall be screened out and not used in the work."

We believe that this addition will make our Special Provisions for this work comply entirely with your suggestions.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-HH

# SPECIAL PROVISIONS

To be used supplementary to the Oregon State Standard Specifications in connection with the graveling of the Canyon Section of the Baker-Cornucopia Highway in Baker County, Oregon Federal Aid Project No. 11.

## GRAVEL SURFACING

**Preparation of Subgrade:**

Before any surfacing material is applied, the roadbed shall be regraded and brought to the Crosssection indicated on the plans as the "Typical Graded Cross-section", all ruts and inecualities in the subgrade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work, and to the fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made and no force account allowed.

**Alternate Bids on Crushed Gravel and Screened Gravel :**

Alternate bids will be considered on surfacing with crushed gravel and on surfacing with screened gravel.

**Quality of Material:**

Gravel satisfactory for the work is obtainable from gravel beds adjacent to the work. The engineer shall be the judge as to whether the gravel from any particular pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities, and toughness to the best gravel obtainable within reasonable hauling distance.

**Crushed Gravel:**

All gravel for use in crushed gravel surfacing shall be run through a crusher, crushing all over-size stone and boulders that occur in the run-of-bank material to a maximum size of one and one-half (1½) inches. If there occurs in the material from the crusher any excess of sand above the percentages stated on page 41 of the Standard Specifications, such excess sand shall be screened out and not used in the work.

**Screened Gravel:**

All gravel for use in screened gravel surfacing shall have screened from it all material of a size greater than one and one-half (1½) inches, and any sand in excess of the percentages stated on page 41 of the Standard Specifications.

**Pits to be Secured by Contractors:**

All gravel pits from which material is to be used shall be secured and developed at the sole expense of the contractor.

**Width, Thickness and Number of Courses:**

The width of surfacing to be laid under this contract is sixteen (16) feet. It shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half (1½) inches.

...g, Harrowing, Dragging, etc:

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, so far as practicable, over the surfacing as it is placed; to complete the construction of the base course from each particular set-up before commencing the top course from that set-up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results which are and can reasonably be obtained.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan attached hereto.

Measurement & Payment:

In his prices bid for "Crushed Gravel Surfacing", "Screened Gravel Surfacing", the contractor shall include the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface.

The quantity of "Crushed Gravel Surfacing" and "Screened Gravel Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class delivered and incorporated in the work.

PRII

December 26, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with your letter of December 16th, we have prepared and are submitting herewith revised Special Provisions to supplement our Standard Specifications for the graveling of the Canyon Section of the Baker-Cornucopia Highway in Baker County, Federal Aid Project No. 11. In these revised Specifications, we have used new clauses covering quality of materials, crushed gravel surfacing and screened gravel surfacing. It has been impossible for us to use the particular clauses referred to in your letter, in whole, due to the fact that the provisions referred to were drawn to cover Run-of-Bank gravel, whereas for the Canyon Section we are calling for bids upon the alternate types of screened and crushed gravel. It is possible that the Washington office desires that we specify a grading of materials by screen sizes, but we do not consider this to be desirable in connection with this particular project due to the fact that we must use the materials which are available, and we do not believe that the project would warrant the expense of screening this material into two or more sizes before applying to the road. If the Specifications which we are enclosing will not, in your judgment, be acceptable to the Washington office, we would be very glad to receive suggestions from you as to what changes should be made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HM

## SPECIAL PROVISIONS:

To be used supplementary to the Oregon State Standard Specifications in connection with the graveling of the Canyon Section of the Baker-Cornucopia Highway in Baker County, Oregon, Federal Aid Project No. 11.

## GRAVEL SURFACING

**Preparation of Sub-grade:**

Before any surfacing material is applied, the roadbed shall be regraded and brought to the Cross-section indicated on the plans as the "Typical Graded Cross-section", all ruts and inequalities in the sub-grade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work, and to the fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made and no force account allowed.

**Alternate Bids on Crushed Gravel and Screened Gravel:**

Alternate bids will be considered for surfacing with crushed gravel and on surfacing with screened gravel.

**Quality of Material:**

Gravel satisfactory for the work is obtainable from gravel beds adjacent to the work. The engineer shall be the judge as to whether the gravel from any particular pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities, and toughness to the best gravel obtainable within reasonable hauling distance.

**Crushed Gravel:**

All gravel for use in crushed gravel surfacing shall be run through a crusher, crushing all over-size stone and boulders that occur in the run-of-bank material to a maximum size of one and one-half (1½) inches.

**Screened Gravel:**

All gravel for use in screened gravel surfacing shall have screened from it all material of a size greater than one and one-half (1½) inches, and any sand in excess of the percentages stated on page 41 of the Standard Specifications.

**Pits to be secured by Contractors:**

All gravel pits from which material is to be used shall be secured and developed at the sole expense of the contractor.

**Width, Thickness and Number of Courses:**

The width of surfacing to be laid under this contract is sixteen (16) feet. It shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half (1½) inches.

**Hauling, Harrowing, Dragging, etc:**

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, so far as practicable, over the surfacing as it

...ete the construction of the base course from each particular set-up before ... the top course from that set-up; and to thoroughly harrow and drag each course at ...ent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgement upon the results that are and can reasonably be obtained.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan attached hereto.

Measurement & Payment:

In his prices bid for "Crushed Gravel Surfacing", "Screened Gravel Surfacing", the contractor shall include the cost of preparing the sub-grade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface.

The quantity of "Crushed Gravel Surfacing" and "Screened Gravel Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class delivered and incorporated in the work.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon 11.

POST-OFFICE BUILDING
PORTLAND, OREGON

December 16, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The revised plans, specification and estimates for Oregon Project No. 11 have been received in Washington and are satisfactory except as to the requirements of the special provisions covering the quality and grading of stone or gravel. The requirements are rather vague and we would suggest that the addition of the following adapted from Paragraphs in special provisions submitted with Oregon 15 might overcome the objection which has been raised.

MATERIAL. Gravel satisfactory for this work is obtainable from gravel beds adjacent to the work. The engineer shall be the judge as to whether the gravel from any particular pit is satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities and toughness to the best gravel obtainable within reasonable hauling distance.

It is contemplated that some pits will be found which will meet the specifications as regards grading and that in other pits it will be necessary to screen out ( or crush) the excess over-size and screen out the excess sand.

SCREENING. Where the engineer orders the gravel to be screened all stone over two (2) inches shall be screened out, as shall also any sand in excess of the percentages stated in the specifications given on Page 41.

Further action on this amendment of the original project is deferred by our Washington office awaiting a response to this.

Yours very truly,

Acting District Engineer.

ANSWERED
S. H. Project

P.P. #11

December 8, 1919.

Mr. C. H. Purcell,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of the resolution of the Baker County Court appropriating funds for cooperation in connection with the graveling of the Canyon Section of the Baker—Cornucopia Highway in Baker County, which work is to be done as a part of Federal Aid Project Number 11.

This is the resolution referred to in our letter of November 21st.

Very truly yours,

HERBERT NUSS,
State Highway Engineer.

by

SHP/h

Office Engineer.

IN THE COUNTY COURT OF THE STATE OF OREGON FOR BAKER COUNTY.

WHEREAS, The State Highway Commission of the State of Oregon and The County of Baker, State of Oregon, are desirous of submitting a post road project for the gravling of that certain section of the Baker-Cornucopia Highway known as the Canyon Section below Richland, and lying between Richland and Halfway, and,

WHEREAS, it is estimated that the cost of gravling said section will be Twenty-Six Thousand Four Hundred Dollars ($26,400.00), and

WHEREAS, it is proposed that the Federal Government and the State of Oregon and Baker County wish to cooperate with said graveling.

BE IT RESOLVED, That said Baker County appropriate, and the same hereby is appropriated, Thirteen Thousand Two Hundred Dollars ($13,200.00); said Thirteen Thousand Two Hundred Dollars ($13,200.00) being fifty per cent (50%) of the estimated cost of the above named project.

Done and dated at Baker, Oregon, this 5th day of December, 1919.

WM. DUBY, County Judge.
J. L. Dodson, Commissioner
E. E. Markel, Commissioner.

State of Oregon )
: SS.
County of Marion )

I, S. H. Probert, Office Engineer for the Oregon State Highway Commission, do hereby certify that the above copy of a resolution passed by the County Court of Baker County and appropriating funds for cooperation by Baker County in the construction of a gravel surface on the Canyon Section of the Baker-Cornucopia Highway, has been compared by me with the signed copy

B.F. #11

December 2, 1919.

Mr. Wm. Duby,
County Judge,
Baker, Oregon.

Dear.Sir:

Referring to your letter of November 21st, we have to advise that your action in delaying the passing of a resolution appropriating county funds for cooperation in the gravelling of the Canyon Section of the Baker-Cornucopia Highway until the regular meeting of the County Commission on the 3d of December is acceptable to this office, and will cause no delay in the putting through of the necessary Federal Aid Plans. We are just in receipt of advice from the Portland Office of the Bureau of Public Roads stating that the plans for this section had been approved subject to the receipt of the resolution of the Baker County Court making the necessary appropriation of funds.

As regards the matter of the County being called upon for 50% of the cost of this gravelling, will say that in this matter, we can only follow the orders of the State Highway Commission. For your information, in this connection, we quote from the minutes of the meeting of the State Highway Commission on October 7th as follows:

"Judge Duby of Baker County spoke of the Canyon Section of the Baker-Cornucopia Highway east of Richland. He advised that no provision had been made for gravelling and it would be impassable if not gravelled. On motion of Mr. Thompson which was carried, the engineer was instructed to prepare this as a post road project for advertisement at the next meeting on the basis of a supplemental agreement to the present project in which the county would cooperate to the extent of 50% and the government 50%, the county's share to be met out of the bond issue."

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP-EM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 11.

November 26, 1919.

RECEIVED
NOV 29 1919
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are today forwarding to the Director, with our recommendation for approval, revised estimate and special provisions to be used as a basis for an amended project agreement covering Oregon Project No. 11. This is to provide for the additional Federal Aid for surfacing requested in letter of November 22nd.

Very truly yours,

C. H. Purcell

District Engineer,

Oregon Section
Project No. 11
Noted
DWP

C.R. #11

November 27, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We desire at this time to request Federal Aid in connection with the gravelling of certain parts of the Canyon Section of the Baker Cornucopia Highway in Baker County, which section is now being graded under Federal Aid Project No. 11.

The limits of the parts which we consider it necessary to surface, together with the lineal feet of surfacing involved, are as follows:

| Sta. | to | Sta. | Distance |
|---|---|---|---|
| 8 | | 16 | 800' |
| 25 | | 55 | 3,000' |
| 72 | | 77 | 500' |
| 90 | | 96 | 600' |
| 105 | | 138 | 3,300' |
| 149 | | 156 | 700' |
| 162 | | 168 | 600' |
| 178 | | 216 | 3,800' |
| 227 | | 232 | 500' |

The natural roadbed conditions over those parts of the project not included above, is such that surfacing will not be required at the present time.

We propose to construct a surfacing of crushed gravel or of screened gravel sixteen feet in width and with a loose thickness of eight inches. We estimate that this will require 2,065 cubic yards per mile of surfacing or for the total mileage of 2.62 miles, 5,470 cubic yards.

We are enclosing copies of the Special Provisions applying to the construction of this surfacing, and copies of the Detailed Estimate for Federal Aid Project No. 11, revised to include the proposed additional work. In drawing up the revised estimate, we have used for the grading items the unit prices at which the work has been

contracted, instead of the unit prices as given in the estimate previously used as a basis for the project agreement.

Baker County has agreed to provide fifty per-cent of the cost of the surfacing, which, based upon the enclosed estimate, would amount to $12,034.00. This in addition to the $6,000.00 appropriated by the County for cooperation on the grading, brings the total amount of County cooperation to $18,034.00. The County Court has been requested to submit the necessary resolution, and this will be forwarded to you as soon as received.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

HHP-HH

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 11

**Detailed Estimate to be Used as a Basis for the Revised Project Agreement**

GRADING AND GRAVELLING, CANYON SECTION OF BAKER-CENTUCOPIA HIGHWAY IN BAKER COUNTY

Salem, Oregon, Nov. 21, 1919.

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| All Required | Clearing & Grubbing (60' R.of W.) | | 100.00 |
| 42,700 Cu. Yds. | Common Excavation | .72 | 30,744.00 |
| 10,840 " | Solid Rock Excavation | 1.40 | 15,176.00 |
| 20,000 Yd. Sts. | Overhaul | .04 | 800.00 |
| 384 Lin. Ft. | 12" Culvert Pipe | 2.25 | 864.00 |
| 430 " | 18" Culvert Pipe | 3.75 | 1,612.50 |
| 116 " | 24" Culvert Pipe | 5.00 | 580.00 |
| 70 " | 36" Culvert Pipe | 7.50 | 525.00 |
| 20 Cu. Yds. | Class "A" Concrete | 30.00 | 600.00 |
| 18 " | Class "C" Concrete | 22.00 | 396.00 |
| 1,000 Lbs. | Metal Reinforcement | .10 | 100.00 |
| 33 Cu. Yds. | Rubble Masonry | 20.00 | 660.00 |
| 1.2 M-FBM | Lumber & Timber | 60.00 | 72.00 |
| 370 Sq. Yds. | Hand Placed Slopes | 1.50 | 555.00 |
| 5,470 Cu. Yds. | Gravel Surfacing | 4.00 | 21,880.00 |
| | Sub-total | | $ 74,664.50 |
| | 10% for Eng. & Cont. | | 7,466.45 |
| | Total | | $ 82,130.95 |

Length of Project 4.43 Miles
Estimated Cost per Mile $18,539.71
Federal Aid Requested $41,065.47
State Funds Available 23,031.48
County Funds Available 18,034.00
Total $82,130.95

Signed

State Highway Engineer

## SPECIAL PROVISIONS

To be used supplementary to the Oregon State Standard Specifications in connection with the graveling of the Canyon Section of the Baker-Cornucopia Highway in Baker County, Oregon Federal Aid Project No. 11.

## GRAVEL SURFACING

Preparation of Sub-grade:

Before any surfacing material is applied, the roadbed shall be regraded and brought to the Cross-section indicated on the plans as the "Typical Graded Cross-section", all ruts and inequalities in the sub-grade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work, and to the fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made and no force account allowed.

Alternate Bids on Crushed Gravel and Screened Gravel:

Alternate bids will be considered on surfacing with crushed gravel and on surfacing with screened gravel.

Quality of Material:

The Engineer shall designate the pits from which material shall be obtained and he shall reject all material which in his opinion is not equal in quality and grading to the best available within reasonalbe hauling distance.

Crushed Gravel:

All gravel for use in crushed gravel surfacing shall be run through a crusher, crushing all oversize stone and boulders that occur in the run-of-bank material to a maximum size of one and one-half (1½) inches.

Screened Gravel:

All gravel for use in screened gravel surfacing shall have screened from it all material of a size greater than one and one-half (1½) inches.

Pits to be secured by Contractors:

All gravel pits from which material is to be used shall be secured and developed at the sole expense of the contractor.

Width, Thickness and Number of Courses:

The width of surfacing to be laid under this contract is sixteen (16) feet. It shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half (1½) inches.

Hauling, Harrowing, Dragging, etc:

With a view to securing a maximum amount of uniformly smooth and compacted surface the contractor will be required to do his hauling, so far as practicable, over the sur-

...ing as it is placed; to complete the construction of the base course from each particular set-up before commencing the top course from that set-up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Sprinkling and rolling will not be required.

Finishing

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan attached hereto.

Measurement and Payment:

In his prices bid for "Crushed Gravel Surfacing", "Screened Gravel Surfacing," the contractor shall include the cost of preparing the sub-grade; furnishing, harling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface.

The quantity of "Crushed Gravel Surfacing" and "Screened Gravel Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class delivered and incorporated in the work.

FORM 4 1918-9-10

C. [illegible]ENSON, PORTLAND, CHAIRMAN
V. [illegible]THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

CR#11

# OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Ore., Oct. 30,1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Subject: Revised Estimate
Canyon Section.

Dear Sir:

I am in receipt of yours of the 27th advising that Mr Forrester's revised estimate of the Canyon Section on the Baker-Cornucopia Highway, shows an overrun of 30 per cent. This, in addition to the 50 per cent overrun on the Sag Section, looks rather serious.

Please be advised that I am having Mr. Harrington and Mr. Forrester investigate thoroughly, and if the situation is not cleared up, I will visit this work immediately after I return from Portland on the 5th.

Very respectfully,

Marshall O. Bennett

Division Engineer.

MOB/B

Noted 24-1

RECEIVED
NOV 1 1919
STATE HIGHWAY ENGINEER

PR#11

October 27, 1919.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are today in receipt from Mr. A.C.Forrester of a revised estimate covering the Canyon Section of the Baker-Cornucopia Highway. This revised estimate shows an increase of approximately [redacted] percent over the original estimate for this project and this increase, together with the large increase in the estimate for the Sag Section, lead us to believe that Mr. Forrester may have some extravagant ideas of road construction which the present condition of State's finances will not permit. We believe that you should make a careful investigation of these projects as well as other projects which are showing large overruns, and in so far as possible, hold all final costs within the original estimate.

You are probably aware that the State will be required to pay all overruns on Federal Aid Projects and as State funds are already appropriated to the full [redacted] of the amounts available, during 1919 and 1920, it is necessary that we watch very carefully all overruns.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-MH

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

October 6, 1919.

MEMORANDUM FOR DISTRICT ENGINEER AT PORTLAND, OREGON.

On October 2, the Secretary executed the project agreement and certificate to cover Oregon project No. 11. Enclosed herewith is an original copy each of the project agreement and certificate for transmittal to the State Highway Department, and also one copy of each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures:

lob-dp

cc Nunn

OREGON PROJ. NO. 11

Form P. R. I. 2

State — Oregon

Project No. — 11

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

Division Engineer.

MOH/B
cc Thompson
cc Nunn

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of August, 1919, by and between the State Highway Department of the State of Oregon, constituting, for the purpose hereof, the Highway Department of the State of ____, hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 19th day of February 19 19, a project statement, which was approved by the Secretary on the 7th day of August, 1919, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 2nd day of October, 1919; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand, and thirty-four and 05/100 dollars ($25,034.05) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(3)

Division Engineer.

MOB/B
cc Thompson
cc Nunn

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State of Oregon - Sale of Bonds under Chapter 175, Laws of
By act of the Legislature of (date
1917.
and citation), appropriating dollars.

* (*b*) By the County of Baker by resolution of County Court, February
By tax levy or bond issue authorized by act of (date and citation).
9, 1919.

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+0 about 1½ miles east of Richland,
and a point easterly at survey station 232+0
terminal points, a distance of 4.43 miles, known
locally as the Baker-Cornucopia Highway (Canyon Section), Baker County, road.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all time to inspection and

* Strike out if not appropriate.

approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. Section 6 of the Act of Congress of February 28, 1919 (Public No. 299 - 65th Congress).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of twenty-five thousand, and thirty-four and 00/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of fifty-six thousand and sixty-eight and 10/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the~~

thereof as may be due under the terms hereof, to

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of ..... (Name
(State or county.)
(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....
the State Treasurer, Salem, Oregon
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)
Oregon of such sums as shall not together with previous payments
(Name.)
exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ORE. PROJ. NO. 11



~~such maintenance is placed by the laws of said State, under the supervision of the Highway~~ Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 2nd day of October, 19 19.

State Highway Department of the State of Oregon
(Official title of Highway Department.)

By S Benson
Chairman, State Highway Commission.
(Title of officer.)

By J Thompson
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By C Elliott
Member, State Highway Commission.
(Title of officer.)

By Herbert Nunn
State Highway Engineer.
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

E. T. Meredith
*Secretary of Agriculture.*

MOB/B
cc Thompson
cc Nunn

Division Engineer.

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from survey station 0+0 about 1½ miles east of Richland to a point easterly at survey station 252+0

..... locally known as the Baker-Cornucopia Highway, (Canyon Section), Baker County. and designated in the records of this Department as Project No. 11, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $56,068.10 as the total estimated cost of said project, and the sum of $25,034.05 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 2nd day of October one thousand nine hundred and nineteen, as witness my hand and the seal of the Department of Agriculture.

D. F. Houston.
*Secretary of Agriculture.*

MOR/B
cc Thompson
cc Nunn

Division Engineer.

P.W. #11

SEP 1919

Pendleton, Oregon, Sept. 25, 1919.

Mr. John B. Perry,
c/o Eagle Valley State Bank,
Richland, Oregon.

Dear Sir:

Yours of the 17th to Mr. W. L. Thompson requesting consideration of graveling work so far completed on the Baker-Cornucopia Highway received and referred to me for answering. Have also received your letter to me of the same date.

I beg to advise that this matter came up for consideration at a recent conference with the Commissioners, and it was deemed best to postpone graveling of the Canyon Section for a time. As you know, we desire to start work at an early date on the Middle Bridge-Emigrant Creek Section and are now negotiating with the government for the graveling of certain portions of the Baker-Middle Bridge Section. The finances immediately available control to some extent consideration of further improvement on the Canyon Section just at this time. In addition to this it will be advisable to allow the heavier fills on this newly graded work to settle during a winter season.

It is the desire of the Commission to take care of the newly graded road by gravel where it is advisable, and where the road will be impassable during the winter season. It is believed that the Canyon Section, to which you refer, will have a roadbed of a natural material that is far better than that of the Sag Section or the Baker-Middle Bridge Section. Should it become imperative that this section of the road need attention later, the matter will be given consideration later.

Very respectfully,

Division Engineer.

MOR/B
cc Thompson
cc Nunn

Oregon State Highway Commission

August 26, 1919.

M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In your letter of the 23d inst., with reference to Culvert Pipe for the Canyon Section, there appears to be some omission which makes your meaning not entirely clear.

It was our understanding in our conversation over the phone that the contractor would place Corrugated Iron Pipe on this section at the price bid for Concrete Pipe where the bid price for concrete is less than that for Corrugated Iron. This applies only to the 12" pipe making the price for 12" Corrugated Iron Pipe $2.25 per lineal foot instead of $2.50, as stated in the Proposal. The price for other sizes of Corrugated Pipe will be the same as the prices bid. If this is not your understanding, and your agreement with the contractors, kindly advise.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SEP-LH

FORM 4A 10-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

4 4
3.R.#11

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Aug. 23, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Subject:: Change culvert pipe,
Canyon Section.

Dear Sir:

I have yours of August 20th regarding allowing Morrison & Knudson on the Canyon Section to install corrugated culvert pipe instead of concrete, which was bid on.

As per our phone conversation yesterday I trust complications with the Bureau of Public Roads will be avoided if the contractor pays the bid price for the corrugated pipe. As he has ordered this pipe, and as per authority from you, we are letting him proceed to use the corrugated.

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB/B

cc CAH
cc Forrester

ANSWERED
S. H. Probert

B.R #11

August 28, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are in receipt of a communication from Mr. A. C. Forrester, Halfway, Oregon, concerning a bridge on the Baker - Cornucopia Highway, Canyon Section, a copy of which we are attaching hereto.

Mr. Forrester indicates a watershed of about 6 square miles of mountainous country, which we estimate would take about 245 square feet of waterway during flood time. We note that Mr. Forrester has made provision for a future span of 195 square feet.

It occurs to us that perhaps in view of this, a further investigation to determine the size would probably be warranted.

In regard to the use of the 8" I Beams, we beg to advise that 8" Beams will by no means carry the loading over a 21' span. For our standard loading, 10" I Beams are needed for spans of this length to carry a timber floor. If concrete floor is used, 12" I Beams may be necessary. You can readily see therefore, that the 8" I Beams 24' long, which the County has on hand, would be of very little use to you.

In case of emergency, these beams could be placed close enough together to perhaps carry wood floor across this span, but more than 7 beams would be required which would necessitate purchasing more steel and in the end, we have more or less of a makeshift job.

We would suggest that a thorough investigation be made, vicinity map sent to this Department, and the structure handled in all respects as any other bridge structure.

I appreciate the desirability of speed and dispatch but better delay them to lower the quality of our engineering service.

Very truly yours,
HERBERT HUNT, State Highway Engineer.

By

CHB:C:VGF Bridge Engineer.

GR#11

August 20, 1919.

Mr. M. C. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

From the Quantity Summary Sheet recently submitted by Mr. A. C. Forrester for the Canyon Section of the Baker-Cornucopia Highway, it appears that the use of Corrugated Iron Pipe is contemplated. In this connection, we wish to call your attention to the fact that the bid prices on the Concrete Pipe totals less than the bid price on Galvanized Iron Pipe, and that the contract was awarded based on the use of concrete pipe. The difference in the bid prices for Concrete and Corrugated Iron Pipe amounts to very little, but the use of Corrugated Iron Pipe will introduce some complications in the handling of estimates through the Bureau of Public Roads. This fact, together with the superiority of Concrete pipe appears to us to make it advisable to use Concrete Pipe on this work, and we believe that you should so instruct Mr. Forrester and the Contractors.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-EH
C.C. to A. C. Forrester,
Halfway, Oregon.

August 12, 1919.

Morrison-Knudsen Company,
Baker, Oregon.

Gentlemen:

I am handing you herewith copy of the executed contract for 4.6 miles of grading on the Canyon Section of the Baker-Cornucopia Highway in Baker County.

I am also sending a copy of this contract to the Aetna Casualty and Guaranty Company who furnished the bond.

Yours truly,

Secretary.

RAK: LH

FORM 4A 18-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

B.R. #1.C

# OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 4 1919

PENDLETON, Aug. 2, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

SUBJECT: Supplying corrugated for concrete pipe.

Dear Sir:

I received yesterday the following wire from Morrison-Knudsen Company of Boise, Idaho:

"Our contract on Canyon Section, Baker-Cornucopia Highway provides for use of concrete pipe in culverts. We find serious delay of thirty to forty days to secure pipe. May we substitute metal pipe at price bid for concrete pipe. Please advise soon as possible."

I answered as follows:

"You have permission to substitute metal pipe on Canyon Section. Please submit name of manufacturer of pipe."

Mr.Morrison wired this morning as follows:

"Will advise you name of pipe manufacturer before buying."

As he has explained the delay and this is a rather long haul I thought it advisable to allow him to make the change.

Trusting this will meet with your approval, I am

Very respectfully,

Manche O. Bennett

Division Engineer.

cc Harrington
cc Forrester
MO B/B

COPY FOR OREGON STATE HIGHWAY COMMISSION.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. J-1

July 21 1919
(Date)

C. H. Purcell,
Act'g District Engineer
Post Office Building,
Portland, Oregon.

Dear Sir:—

We have today recommended to the Director the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 11.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est

Noted

7/21/10

OREGON STATE HIGHWAY COMMISSION

Federal Aid Project No. 11

For Improving the Canyon Section

of the Baker - Cornucopia Highway

Baker County

Detailed Estimate as Basis for Project Agreement

4.43 miles - 20' roadbed

Salem, Oregon, June 5, 1919

| Item No. | Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|---|
| 1 | 20 | Acres | Clearing and grubbing | 40.00 | 800.00 |
| 2 | 42,700 | cu. yds. | Common Excavation | .65 | 27,755.00 |
| 4 | 10,640 | " " | Solid Rock Excavation | 1.50 | 15,960.00 |
| 5 | 20,000 | " " | Overhaul per 100 ft. | .05 | 1,000.00 |
| 8a | 384 | lin. ft. | 12" culvert pipe | 2.00 | 768.00 |
| 8b | 430 | " " | 18" " " | 2.75 | 1,182.50 |
| 8c | 116 | " " | 24" " " | 3.50 | 406.00 |
| 8d | 70 | " " | 36" " " | 6.00 | 420.00 |
| 13 | 18 | cu. yds. | Class "C" Concrete | 30.00 | 540.00 |
| 17 | 33 | " " | Rubble Masonry | 12.50 | 412.50 |
| 11 | 20 | " " | Class "A" Concrete | 35.00 | 700.00 |
| 14 | 1,000 | lbs. " | Metal Reinforcement | .10 | 100.00 |
| 27 | 370 | sq. yds. | Hand Placed Rock Slopes | 1.50 | 555.00 |
| 21 | 1.2 | M.-F.B.M. | Lumber | 60.00 | 78.00 |
| | | | Sub-total | | $50,971.00 |
| | | | 10% engineering and contingencies | | 5,097.10 |
| | | | Total | | $56,068.10 |

Length of project 4.43 miles
Cost per mile $12,656.45
Federal Aid Requested $25,034.05
State Funds Available 25,034.05
County " " 6,000.00

Approved and Recommended

State Highway Engineer.

7/21/19

# UNITED STATES DEPARTMENT OF AGRICULTURE
## BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

July 12, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.
481 - Oregon 11

State Highway Commission,

Salem, Oregon.

Gentlemen:

We are today forwarding to our Washington office, recommending approval, the plans, specifications and estimates for Oregon Post Road Project No. 11.

Very truly yours,

C. H. Purcell

Acting District Engineer.

Canyon Seid - Baker - Cornucopia

117

March 27, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are in receipt of the map, profile, field notes and cross-sections of the Sag Section of the Baker - Cornucopia Highway in Baker County.

In glancing over the profile for this work, it appears to us that the grade line is laid higher than necessary over certain sections where the grade is in excess of two per cent.

In this connection we note that approximately two-thirds of the excavation quantities are borrow, which looks to us to be altogether too large for a section where the same grade line is as rolling as it is on this section.

It is entirely possible, however, that a higher grade line is necessary, but as you may have had no chance to check same over, and it may be possible to greatly reduce the quantities without in any way making the road bed less suitable, we would like to hear from you in regard to this at your early convenience.

Very truly yours,

HERBERT NUNN,

State Highway Engineer.

By

Office Engineer.

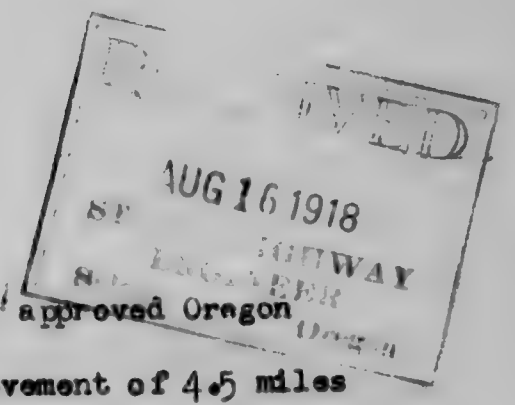
HHP:VOF

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO ....P-3

August 9, 1918.
2.30 p.m.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.




Dear Sir:

On August 7 the Secretary of Agriculture approved Oregon Federal aid project No. 11, involving the improvement of 4.5 miles of the Baker Cornucopia Highway in Baker County.

Very respectfully,

L. St. J. Mason
Acting Director.

S.H.P.

This form comprises five pages.

1

O. P. R. and R. E.
U. S. Dept. of Agr.
Form No. PR. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE) Feb. 19, 1918

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of OREGON pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its STATE HIGHWAY COMMISSION constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 1917-18 The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road Canyon Section-East of Richland, Baker-Cornucopia Highway.

2. Located between New Bridge and Pine County of Baker.

3. Distinguishing marks on sketch plan to identify project Eagle Valley, Richland and Powder River. Beginning and ending of project indicated on map. Begins in Section 30, Tp. 9, S. Range 46 E., ends in Section 22, Tp. 9 S. Range 46 E.

4. Points of beginning and ending Squaw Canyon in Section 30, and foot of Pine Valley Grade in Section 22, Tp. 9 South, Range 46 E.

5. Length (gross) 4.5 miles (net) 4.5 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route None; miles of project used as a star route 4.5; miles of project not used as either rural or star route None

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census, and mileage in each None.

9. Tolls collected on roads or bridges on this project, if any

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1) Is part of the Oregon State Highway system adopted by the State Highway Commission. Is a secondary road connecting with the trunk highway.

11. Purpose to be served by project Mail, general traffic and freighting of produce and supplies to mines and agricultural communities.

12. Improved roads adjacent or contiguous, and type of each Connects with unimproved earth roads.

(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Travel and freight between Eagle and Pine Valleys, Eagle Valley and Robinette, and Pine Valley to Baker. About 10 cars, 10 teams and 12 tons of freight daily average.

14. Description and present condition of traveled way **Narrow crooked road way along side of river through canyon, poor aligment and dangerous.**

15. Width of existing right of way **Width unknown, not fenced.**

16. Proposed width of surfacing **No surfacing proposed at this time.**

17. Proposed type of construction **Graded earth road.**

18. Location, nature, and extent of deposits of local materials suitable for use on this project

**If surfacing is preferred later, good gravel deposits in river and good road building material available from side hill**

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet

**None.**

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

**(a) State Highway Commission. (b) State Highway Commission.**

21. State's share of cost of construction to be provided by

**Sale of bonds under Chap. 175, Laws of 1917. Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act. Baker County will cooperate to the extent of $6,000 and the State to the extent of 50% of the balance of the total cost of the project.**

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, G. Ed Ross, duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

G. Ed Ross.

Secretary.

24. Preferred order for this project with regard to other projects contemplated Have no preference except we hope project may be approved and work started at early adate as practicable.

25. Reconnaissance estimate of cost of project:

Made by J. O. Kingsley Date February 19, , 191 8

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 20 | Acres | Grubbing & Clearing | 40 00 | 800 00 |
| 15,197 | Cu. yds. | Excavation, Earth | 40 | 6075 00 |
| 5,670 | " | Loose rock | 75 | 4253 00 |
| 4,000 | " | Solid rock | 1 35 | 5400 00 |
| 1,000 | " | Borrow | 60 | 600 00 |
| | | Other items: | | |
| 300 | lin.ft. | 12 to 24 in Culvert Pipe | 2 00 | 1000 00 |
| 25 | Cu.yds. | Portland cement conc. | 25 00 | 625 00 |
| Repairing one 18' span bridge | | | | 200 00 |
| Moving irrigation ditch | | | | 1200 00 |
| | | Structures over 20' span | | |
| Length, 4.5 miles. | | Subtotal, | | 20,453 00 |
| Cost, $ 5000 per mile. | | 10% Engineering and Contingencies, | | 2,045 00 |
| | | Total, | | 22,498 00 |

This estimate approved by:

Herbert Nunn

(Title) State Highway Engineer.

26. Percentage of estimated cost desired from Federal Government % or
Amount, $ $6,000 will be provided by Baker County and 50% of the balance is desired from the Federal Government.

27. Payment desired on completion or as work progresses As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer of Oregon.

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project Our Standard form of contract and bond as approved by the Office of Public Roads will be used.

30. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

Oregon State Highway Commission.
(Official title of Highway Department.)

By S. BENSON, Absent
(Title of officer.)

By W. L. Thompson,
Commissioner.
(Title of officer.)

By R. J. Adams,
Commission.
(Title of officer.)

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR BAKER COUNTY.

In the matter of the appropriation
for the Baker-Cornucopia Post Road.

---

Now at this time, to-wit; February 9th,1918, this matter came up for consideration by the County Court aforesaid, and it appearing to the court at this time that it will have available the sum of $6000.00 to be used in the construction of the Canyon Section, East of Richland, of the Baker-Cornucopia Post Road, said section to be constructed during the year 1918 under the supervision of the State Highway Commission.

Dated this 9th day of February 1918.

Wm Duby County Judge.

J. P. Ritter Commissioner.

J L Dodson Commissioner.

Richland, Ore., 1918.

I, Oscar Rendall hereby certify that I am the duly appointed Postmaster of the Post office known as Richland, Oregon, that I am familiar with the roads over which the United States mail is carried, and I further certify that the road from Richland East to Robinette is a star route.

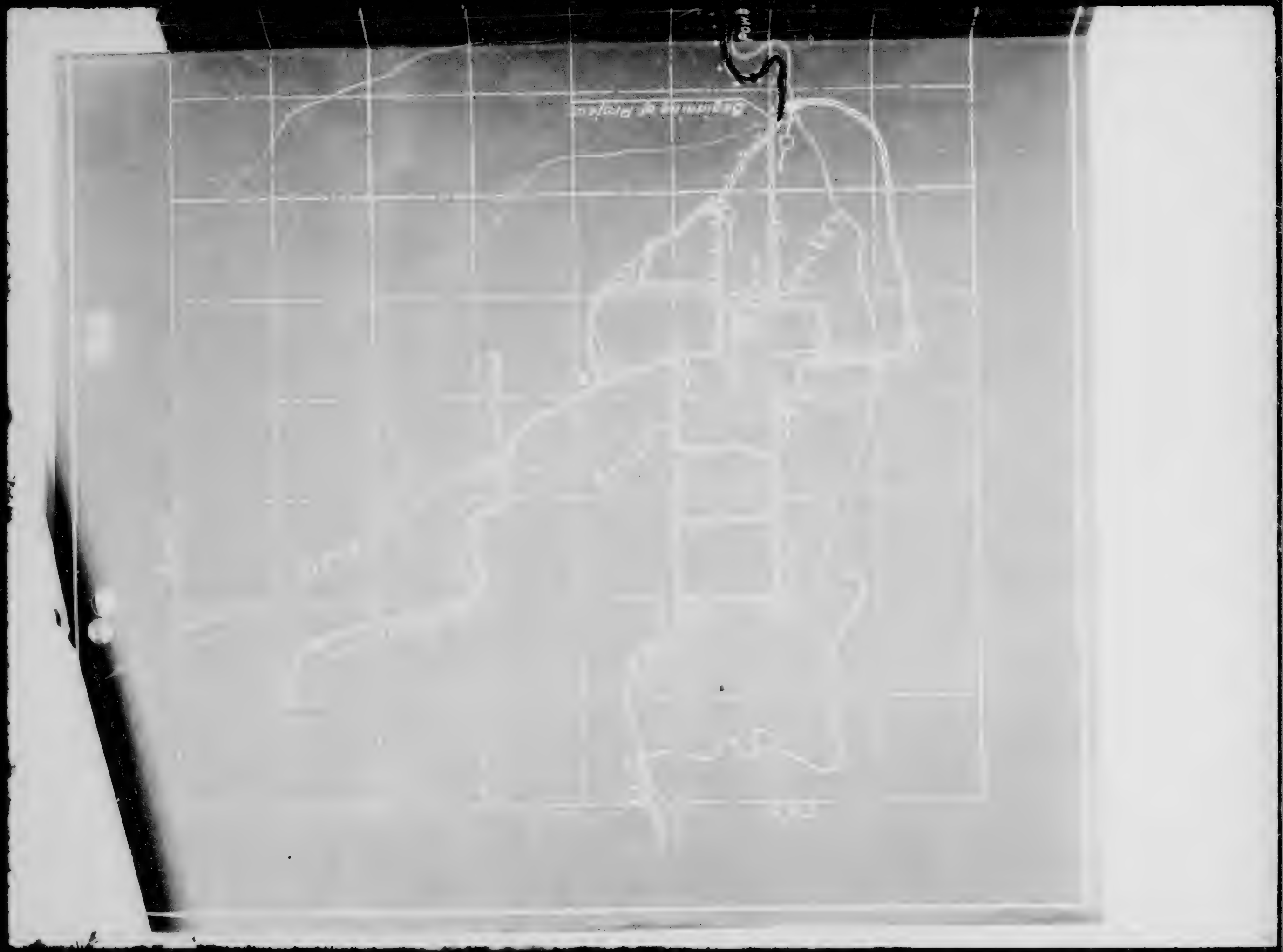
The improvement of a 4-mile section of this road from a point about two miles East of Richland and continuing in an Easterly direction would eliminate existing excessive and adverse grades, sharp curves and the present narrow and dangerous roadbed. It would insure better mail service made possible by better running time over a properly constructed road of standard width and grades.

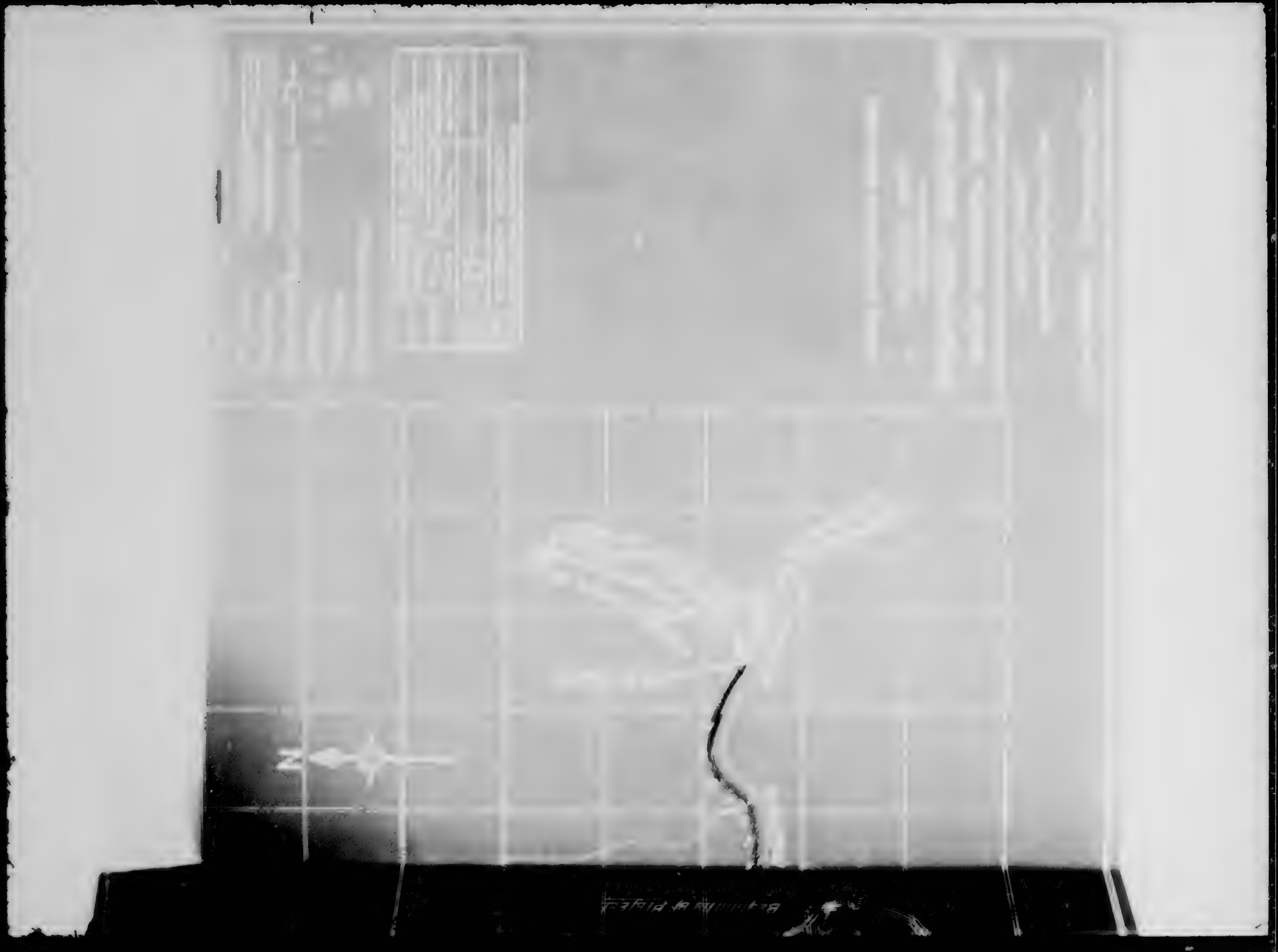
All incoming and outgoing freight into Eagle Valley to and from the railroad at Robinette passes over this route, and it is necessary that it be open thruout the winter months in order that the residents of Eagle Valley will have some means of communicating with the outside world, as well as ship in supplies and especially feed for stock as required in severe winters.

A fair estimate of the daily traffic would be 333 tons of freight and 20 motor driven or horse drawn vehicles for 8 months of the calendar year, and _____ ~~this amount the remaining 4 months.~~ The freight consists of merchandise hay, grain, fruit, vegetables, lumber, wood and coal.

146750 lbs of mail were carried over this road in 1917, serving approximately 1500 people in Eagle Valley.

Oscar Rendall
Postmaster at Richland, Oregon.





IN THE COUNTY COURT OF THE STATE OF OREGON FOR
BAKER COUNTY.

In the matter of the appropriation
for the Baker-Cornucopia Post Road.

- - - - - - - - - - - - - -

Now at this time, to-wit: May 4th 1918, this matter came up for consideration by the County Court aforesaid, and it appearing to the court at this time that it has available the sum of $6000.00 to be used in the Canyon Section, East of Richland, on the Baker-Cornucopia Post Road, and the same is hereby appropriated for said work and is ready to be turned over to the State Highway Commission as soon as they are ready to begin work. The said Section to be constructed during the year 1918 under the supervision of the said State Highway Commission.

Dated this 4th day of May, A. D. 1918.

W. S. Duby County Judge

J. P. Tillis Commissioner

T. L. Dotson Commissioner

dressing of suitable material found in the immediate vicinity.

THE BAKER-CONNECTICUT POST ROAD.

Considering the Baker-Middle Section, Powder River Canyon Section east of Richland, and the Sag Section of this road inoependently and their relation to the project throughout its entirety, the following statements will be of assistance in making a study of the project.

As noted on the Project Statements and the Sketch Maps the Baker-Middle Bridge Section begins at the city limits of Baker, and continues in an easterly direction traversing Baker Valley, Virtue Flat and the southern and central part of Lower Powder Valley to Middle Bridge. Baker, a town of 7000 inhabitants, is so located that the project is a natural tributary, as well as large cultivated areas north and west of the city. These outlying sections are supplied with the necessary requirements from Baker for ranching and stockraising and affords a shipping center, being located on the main line of the Union Pacific system. Both the Baker and Lower Powder Valleys are watered by extensive irrigation systems with an abundance of water for future development, while at present dry farming is carried on in Virtue Flat, though it is possible to water this section by a feasible project which no doubt will be constructed in the future. Stock raising, hay and grain are the principal resources of these districts.

The route as submitted follows the present Baker-Sparta star mail route from Baker for six miles, the remainder of the distance being a non-post route as noted on the sketch map. By changing the star route to the roposed road it will be necessary to remove the postoffice from its present location at Keating to some point near the Middle Bridge. The residents of Lower Powder have petitioned for a rural route which is looked upon with favor by the postoffice inspector and the moving of the office with the small store in connection will cause no inconvenience to the community served, while the residents of Virtue Flat would have the advantage of the star route which would serve equally as many people as at present by Keating.

Comparing the present and proposed routes all physical conditions favor the latter or Palmer Route. The present post route via Keating traverses a badly broken country of adverse grades and a three mile section of 4 and 5 per cent grade, together with shorter sections of maximum grade are encountered to overcome an elevation of 900 feet to reach the river. At the summit of this grade snow drifts during the winter months to such a depth that the road becomes almost impassible. The road building material on this grade is very undesirable, being adobe clay and large round boulders, cutting badly after rains.

The Palmer route follows the water course of Muckles Creek for approximately ten miles, which admits a ruling grade of 1.6 per cent. This section is well protected by adjacent side hills, the maximum snowfall is less than one foot and being located on the north hillside it has a desirable exposure. A considerable portion of the material encountered is a gravel formation which will make a first class roadbed while the sections in lighter material will be provided with a surface dressing of suitable material found in the immediate vicinity.

A location survey has been made over the Palmer route, first class alignment was secured and easy grades. Such will not be found on seven miles of the Keating route owing to the necessity of crossing a series of deep draws and following a very irregular side hill.

In order that the improved road serve the residents of the upper end of Lower Powder Valley, the improvement of the north and south road from the bridge at Keating, as shown on the sketch maps, will provide an excellent feeder over an easy grade and good road building material. This will afford an outlet for this district to Baker over a road free from a long, heavy grade and drifted snow, which more than offsets the additional distance.

Considering the Powder River Canyon Section east of Richland, this portion of the Baker-Cornucopia Highway is a present post route, serving the residents of Eagle Valley thru the postoffice at Richland and New Bridge from Robinette which is located on a branch of the Oregon Short Line Railway. It is intended to improve a 4.5 mile section of this road, which at present is a narrow and dangerous traveled way owing to the rugged canyon the road follows. This will be a graded earth road through good road-building material and from the recently completed location survey good alignment and easy grades were secured

The Sag Section of the Baker-Cornucopia Highway is a portion of the present post route serving the residents of Pine Valley and Cornucopia from the railroad at Robinette. It is desirable that a five mile section be improved to eliminate an almost impassible section during the winter months and after heavy rains. This will be a graded earth road with a gravel wearing surface and side drains where required.

Considering the location of the entire road it will be noted by referring to the sketch map that the following settled communities are traversed, Baker Valley, Virtue Flat, Lower Powder, Eagle and Pine Valleys and the mining district at Cornucopia, with a combined estimated population of 10,000 people. This route from the Flagstaff mine will follow a water grade practically free from snow to Eagle Valley for a distance of forty miles, eliminating the heavy grades and extreme snowfall encountered on the present post route to Sparta, giving the people a road that could be travelled throughout the year. It will be possible on its completion to have a post route from Baker to Cornucopia, which would be a decided improvement over the present system of serving the districts at the easterly end of the project from Robinette. By following the Powder River Canyon, it was found that this location, as a star route would serve 100 patrons who live adjacent to the river between Love Bridge and the west boundary of Eagle Valley.

Produce from Eagle and Pine Valleys would be transported by trucks to Baker in enormous quantities upon the completion of this road, and its existence would be an incentive for the future development of these productive valleys, increasing the producers of the country which is of vital importance at the present time and will no doubt be more so in the future.

This road connects at Baker with the Old Oregon Trail, a continuation of the Columbia River Highway which is a trunk road from the Pacific Coast to the eastern boundary of the state.

The three sections of this road submitted for approval were selected to be the first improved for the following reasons:

The Baker-Middle Bridge section, where not a present post route, is a reasonable prospect as the changing of a portion of the present post route to a more favorable location is desired. This project will always remain a post route regardless of the decisions made at some future date when considering future extensions or changes to the Powder River Canyon as contemplated. It will be of benefit to all local traffic in Baker Valley, Virtue Flat and Lower Powder Valley and all-through traffic in and out of Baker.

The Powder River Canyon Section east of Richland is a present star route and will remain such by reason of the fact that if Robinette continues to serve the postoffices of Eagle Valley as at present the mail will be carried over this section, while if Baker serves the entire route at a future date the mail to and from Pine Valley and Cornucopia will be carried over this section. The improvement will afford the residents of Eagle Valley a better outlet to the railroad at Robinette and the possibility of increased tonnage per trip.

The Sag Section is a present star route and will remain such as it is the only feasible road to and from Pine Valley and Cornucopia. The improvement of this section will afford a route for all classes of traffic throughout the year, which is accomplished with considerable difficulty during the winter months owing to the almost impassible condition of the road.

It is believed that the improvement of the three sections will be appreciated by the patrons to the extent of forming a road district, which, with the assistance of the state and government, will acquire sufficient funds to complete the road throughout in 1919 and 1920.

Respectfully submitted,

Richland, Oregon.
April 22,1918.

J. O. Kingsley,
Locating Engineer.

Manche O. Bennett
Assistant State Highway Engineer.

PR 5 Elgin-Minam

169

Maintenance on Elgin-Minam

31 M

For Graveling Elgin-Minam

31 DE

August 14, 1929

Elgin-Hinman Jct.

Mr. R. H. Kiddle,
State Highway Commissioner,
Island City, Oregon.

Dear Sir:

I wish to hand you herewith revised statement of detailed cost of the Elgin-Hinman Section of the La Grande-Enterprise Highway.

This statement shows a decrease in cost over the statement previously sent you due to the fact that some credits for materials and equipment are shown which had not been turned in at the date of the last statement. To the best of our knowledge this is the final statement on this project.

Yours truly.

Secretary.

RAK:LM

1 Encl.

cc. Mr. H. O. Bennett, Division Engineer, Pendleton, Oregon.

## DETAILED COST STATEMENT

## GRADING, ELGIN-MINAM SECTION OF LAGRANDE-ENTERPRISE HIGHWAY IN UNION COUNTY

Work Commenced October 2, 1918 — Work Completed January 12, 1920

| Quantities | | Items | Costs | Unit Costs |
|---|---|---|---|---|
| 31,864. | Cu. Yds | Common Excavation | $ 23,260.72 | $ 0.73 |
| 11,439 | " | Intermediate Excavation | 15,901.46 | 1.39 |
| 6,85[illegible]3 | " | Solid Rock Excavation | 17,284.19 | 2.52 |
| 50,8[illegible].0 | Sta. Yds. | Overhaul | 2,540.10 | 0.05 |
| [illegible]7.0 | Lin. Ft. | 12" Plain Concrete Pipe | 2,092.50 | 2.50 |
| [illegible]4.0 | " | 18" Reinf. Concrete Pipe | 878.60 | 3.65 |
| 68.0 | " | 36" Reinf. Concrete Pipe | 427.71 | 6.29 |
| 238.09 | Cu. Yds. | Class "A" Concrete | 8,690.38 | 36.50 |
| 21.30 | " | Class "B" Concrete | 719.51 | 33.78 |
| 2,798.0 | Lbs. | Metal Reinforcement | 1,319.13 | 0.10 1/3 |
| 0.9 | Cu. Yds. | Rubble Masonry | 9.00 | 10.00 |
| 56.0 | Lin. Ft. | Guard Fence | 62.57 | 1.12 |
| 112.1 | Cu. Yds. | Catch Drain | 102.00 | 0.91 |
| | | Miscellaneous Special Work | 10.97 | |
| | | Total Construction Cost | $ 73,091.74 | |
| | | Engineering Expense | 5,291.02 | |
| | | Grand Total Cost | $ 78,382.43 | |

Revised as of July 20, 1920.

## ESTIMATED COST OF WORK BASED UPON ACTUAL QUANTITIES OF WORK DONE USING UNIT PRICES ORIGINALLY ESTIMATED

| Quantities | | Items | Unit Prices | Amounts |
|---|---|---|---|---|
| 31,864.0 | Cu. Yd. | Common Excavation | $ 0.40 | $ 12,745.60 |
| 11,439.9 | " | Intermediate Excavation | 0.70 | 8,007.93 |
| 6,851.3 | " | Solid Rock Excavation | 1.25 | 8,564.12 |
| 50,802.0 | Sta. Yd. | Overhaul | 0.03 | 1,524.06 |
| 857.0 | Lin. Ft. | 12" Corr. Galv. Iron Pipe | 1.25 | 1,046.25 |
| 184.0 | " " | 18" Corr. Galv. Iron Pipe | 2.50 | 460.00 |
| 68.0 | " | 24" Corr. Galv. Iron Pipe | 4.00 | 272.00 |
| 238.09 | Cu. Yd. | Class "A" Concrete | 22.00 | 5,237.98 |
| 21.30 | " | Class "B" Concrete | 20.00 | 426.00 |
| 12,798.0 | Lbs. | Metal Reinforcement | 0.07 | 895.86 |
| 0.9 | Cu. Yds. | Rubble Masonry | 10.00 | 9.00 |
| 56.0 | Lin. Ft. | Guard Fence | 0.75 | 42.00 |
| 112.1 | Cu. Yd. | Catch Drain | 0.40 | 44.84 |
| | | Total Estimate for Construction | | $ 39,275.64 |
| | | 10% for Engineering | | 3,927.56 |
| | | Grand Total Estimated Cost | | $ 43,203.20 |

July 15, 1920.

F. E. S.

Security Construction Co.,

La Grande, Oregon.

NOTED
H.N.

Gentlemen:

At the last meeting of the State Highway Commission, bids were received for the reconditioning of the Elgin-Minam Section of the La Grande-Enterprise Highway and your company had the low bid of $24,491.90.

The award of this contract was referred to the County Court of Union County, since the cost of this project was to be met by the county. The County Court has requested that we hold your check for a limited time in order that they may complete arrangements for financing this work, which I trust will be agreeable to you.

Very truly yours,

STATE HIGHWAY COMMISSION.

By

Secretary.

BLK/HI

cc County Court of Union County

FORM 4A 10-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

31 PA

Subject: Elgin-Minam bills

PENDLETON, July 14, 1920.

Attention Mr. Probert.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

In answer to your letter of July 10th in regard to the bills charged to prefix 31PA amounting to $71.73, I note you state the item of $33.32 for freight on grading equipment is correctly charged. The item of $15.50 for three days computor Signor's time, was carried on Mr. Robinson's payroll and should be charged to 30 PA, Pendleton-Cabbage Hill Section. In regard to the item of $12.15, Draftsman Stewart's personal expense account from June 1st to June 10th, I wish to advise that Mr. Stewart was sent from this office to Elgin to gather up the equipment, load and ship same to Pendleton, which I believe should be charged to 31PA.

The item of $10.76 covering one-half days time for three laborers on June 9th was for men hired by Mr. Stewart at Elgin to help load this equipment. Same I believe is correctly charged to 31PA.

Hoping this will give you the desired information, I am

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

WCC/B

Charged O.K. 7-15-20

RECEIVED
JUL 15 1920

File 31 P.A.

July 10, 1920.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Since the close of our cost books on June 20th, vouchers to the amount of $77.73 have gone through for the Elgin-Minam grading job. One of these, an item of $33.32 for freight on grading equipment from Elgin to Pendleton, is correctly charged to 31 PA, but the other items, viz: $15.50 for 3 days Computor Signor's time; $12.15, Draftsman Stewart's personal expense account from June 1st to June 10th; and $10.76, one-half days time for three laborers on June 9th; we are of the opinion should be charged to maintenance in as much as this job has been completed for some time. If we are correct, will you please arrange for a maintenance order to take care of these items, and any that may arise in the future.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by M. B. Glaisyer,
ET

June 25, 1920.

P. R. 5 & 8.

Mr. E. E. Kiddle,
State Highway Commissioner,
Island City, Oregon.

Dear Sir:

At the time the state took over the Union-Telocaset and Elgin-Minam sections, it was agreed by Union County that they would pay the additional cost, if any, in excess of the estimated cost. You have no doubt heard of this arrangement.

The work has now been completed and shows a large excess of cost over the original estimate and you have been advised of the figures. To date, nothing has been done in this matter and if a charge is to be made against Union County or if it is to be cancelled should be determined so that the records can be cleared.

If consistent, will you please bring up this matter at the next Commission meeting for final settlement.

Respectfully yours,

Secretary.

HAK/HI

May 13, 1920.

PR 5

Mr. Manche O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

I note your request that we advertise the macadam on the Elgin-Minam section in Union County and also the grading and macadam of the Pilot Rock-Pendleton project, both at the next meeting, which will be held June 1st. We understand that these projects are advertised at the request of the counties and are to be paid for entirely by the counties.

Very truly yours,

Secretary.

RAK/HI

PR #5

# DETAILED COST STATEMENT

## GRADING, ELGIN-MINAM SECTION OF LAGRANDE-ENTERPRISE HIGHWAY IN UNION COUNTY

Work Commenced October 2, 1918 — Work Completed January 12, 1920

| Quantities | | Items | Costs | Unit Costs |
|---|---|---|---|---|
| 31,864.0 | Cu. Yds. | Common Excavation | $ 25,172.56 | $ 0.79 |
| 11,439.9 | " | Intermediate Excavation | 16,015.86 | 1.40 |
| 4,851.3 | " | Solid Rock Excavation | 17,283.75 | 3.52 |
| 50,802.0 | Sta. Yds. | Overhaul | 2,540.10 | 0.05 |
| 837.0 | Lin. Ft. | 12" Plain Concrete Pipe | 2,092.50 | 2.50 |
| 184.0 | " | 18" Reinf. Concrete Pipe | 671.60 | 3.65 |
| 68.0 | " | 36" Reinf. Concrete Pipe | 566.47 | 8.33 |
| 238.09 | Cu. Yds. | Class "A" Concrete | 8,690.28 | 36.50 |
| 21.30 | " | Class "B" Concrete | 719.51 | 33.78 |
| 12,798.0 | Lbs. | Metal Reinforcement | 1,319.15 | 0.10 1/3 |
| 0.9 | Cu. Yds. | Rubble Masonry | 9.00 | 10.00 |
| 56.0 | Lin. Ft. | Guard Fence | 62.57 | 1.12 |
| 112.1 | Cu. Yds. | Catch Drain | 102.00 | 0.91 |
| | | Total Construction Cost | $ 75,245.35 | |
| | | Engineering Expense | 5,254.39 | |
| | | Grand Total Cost | $ 80,499.72 | |

## ESTIMATED COST OF WORK BASED UPON ACTUAL QUANTITIES OF WORK DONE USING UNIT PRICES ORIGINALLY ESTIMATED

| Quantities | | Items | Unit Prices | Amounts |
|---|---|---|---|---|
| 31,864.0 | Cu. Yd. | Common Excavation | $ 0.40 | $ 12,745.60 |
| 11,439.9 | " | Intermediate Excavation | 0.70 | 8,007.93 |
| 4,851.3 | " | Solid Rock Excavation | 1.25 | 6,064.13 |
| 50,802.0 | Sta. Yd. | Overhaul | 0.03 | 1,524.06 |
| 837.0 | Lin. Ft. | 12" Corr. Galv. Iron Pipe | 1.25 | 1,046.25 |
| 184.0 | " | 18" Corr. Galv. Iron Pipe | 2.50 | 460.00 |
| 68.0 | " | 24" Corr. Galv. Iron Pipe | 4.00 | 272.00 |
| 238.09 | Cu. Yd. | Class "A" Concrete | 22.00 | 5,237.98 |
| 21.30 | " | Class "B" Concrete | 20.00 | 426.00 |
| 12,798.0 | Lbs. | Metal Reinforcement | 0.07 | 895.86 |
| 0.9 | Cu. Yd. | Rubble Masonry | 10.00 | 9.00 |
| 56.0 | Lin. Ft. | Guard Fence | 0.75 | 42.00 |
| 112.1 | Cu. Yd. | Catch /Drain | 0.40 | 44.84 |
| | | Total Estimate for Construction | | $ 39,275.64 |
| | | 10% for Engineering | | 3,927.56 |
| | | Grand Total Estimated Cost | | $ 43,203.20 |

FORM 44 12-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED [illegible]DDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

31 PA

PENDLETON, Feb. 14, 1920.

Subject: Mat Boswell's
damage claim.

Attention Mr. Klein.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have yours of February 9th regarding Mat Boswell's claim for damages, and his check which has been forwarded to you as payment for lumber sold to him at the close of the Elgin-Minam job. I have to advise that we have disposed of all the material and cleaned the job up, and there is no way of making up the difference between the $18 and $40 items. I think your suggestion of returning his check as partial payment of the $40 is good. I am sorry we cannot pay the balance but note the legal difficulties of paying damage claims.

Very respectfully,

Manche O. Bennett,
Division Engineer.

MOB/B

RECEIVED
FEB 16 1920

February 9, 1920.

Elgin-Minam Project,
Post Road No. 5.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Referring to the matter of surfacing on the Elgin-Minam project, Post Road No. 5, about which we have had several letters from you in the past few months, would say that it is the intention of Union County to pave this road with hard surface pavement during the coming season and no doubt the work will be advertised in the near future. This will be paid for from Union County's $1,500,000 bond issue.

In the matter of surfacing the Union-Telocmet Section of the Old Oregon Trail, this has been held in abeyance depending upon the vote on the constitutional debt limit.

Yours truly,

Secretary.

HAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 5.

January 28, 1920.

RECEIVED
JAN 1920

State Highway Commission,
Salem,
Oregon.

Gentlemen:

A recent inspection report on Oregon Project No. 5 between Elgin and Minam in Union County indicates that the grading has been fully completed except for final shaping of the roadway where cut up by traffic through light soil. This, of course, cannot be done until frost goes out of the ground.

We have previously brought to your attention the necessity of surfacing this project and trust that steps are being taken by the State Highway Department to provide for such improvement.

Our inspection report also calls attention to snow conditions on the newly graded road. Many of the cuts have drifted full of snow rendering the road impassable until cleared. We suggest and recommend that you include the item of snow fence when making up an estimate for surfacing on this project.

Yours very truly,

District Engineer.

FORM 4A 12-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K[illegible]DDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

PRS

31 PB
31 PA

PENDLETON, Jan. 28, 1920.

Subject: Cost overruns.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:-

On January 23rd I wired you from Elgin requesting that you send to Mr. Kiddle copies of all payrolls on the Elgin-Minam and Union-Telocaset Sections. This was pursuant to a request from Mr. Kiddle in connection with our supplying him with information to answer resolutions, petitions, etc., regarding the high cost of this work.

Mr. Kiddle advises that you sent a statement of total amount expended for labor, etc. I feel that you do not fully understand the existing conditions in Union County regarding the cost overruns on these two sections. The feeling among some of the interested citizens is anything but satisfactory and naturally Mr. Kiddle feels that he should have all the information at hand with which to answer their questions and inquiries.

I desire to request, please, any information you have in addition to what has been supplied, be given Mr. Kiddle. I presume the need for the payroll sheets is to be able to show names of men who worked, number of men, wages paid, etc. Mr. Pratt and Mr. Marriott have pencil copies of the payrolls, but I feel that it would be proper to have the paysheets from which the checks were issued. Let me urge, please, that this matter be given attention, and that Mr. Kiddle be helped in every way possible to clear up a situation that is unfavorable at present.

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB/B

cc Kiddle.

RECEIVED
JAN 29 1920

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

PR's

January 16, 1920

County of Union — Week from Jan 11 to Jan 17

Highway La Grande-Joseph — Number in party 6

Section Elgin Minam — Survey will be completed

Camp location Minam

Mail address Box 225 Elgin Ore

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

All grading was completed on Jan 12
Remaining to be done 17.22 Cy Concrete
headwalls for pipe Culverts.

All equipment is being checked up and a complete Inventory of everything is being taken. All equipment will be shipped to Pendleton when returned gotten in shape for shipment.

Signed Jas L Mansell

Title Res Engr

CERS

January 19, 1920.

Mr. Ed K. Kiddle,
State Highway Commissioner,
Island City, Oregon.

Subject: F. H. Project No. 8.

Dear Sir:

I am in receipt of the resolution forwarded by you from Union County.

I am very much surprised to receive this resolution, as Mr. Klein and I were both under the impression that this work had been stopped during the bad weather. I have asked Mr. Bennett to make an investigation and in all cases after this to cut off such work during weather conditions where speed can not be made or the work handled efficiently.

Mr. Klein will have all of your mail forwarded as fast as received here.

Respectfully,

State Highway Engineer.

HB:HI

NOTED
H.N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

ISLAND CITY } COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

OFFICE OF ED E. KIDDLE, COMMISSIONER

ISLAND CITY, OREGON

January 17, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem,

Dear Sir:

Enclosed herewith please find copy of a resolution which was forwarded me from the Union County Educational & Co-op. Union of A. at their meeting held at Elgin January 10th. I have sent a copy of these resolutions to Mr. Bennett at Pendleton, and will probably see him the fore part of the coming week.

This job is getting on my nerves, and I am in hopes we will not find things quite as bad as they are intimating. There is a bunch of the Farmers Union people headed by our friend Pierce who are after our scalps on all occasions and of course they will make the most out of it, for which we cannot blame them if things are as bad as they say.

I will probably be home by Wednesday. I forgot to leave instructions to have any mail which might come for me sent home.

Respectfully,

Ed E Kiddle.

RECEIVED
JAN 19 1920
STATE ENGINEER

COPY

RECEIVED
JAN 19 1920

Union County, Union No.3, of the Farmers Educational and Co-operative Union of America, in Convention Assembled:

WHEREAS, State Engineer D. Merrott, with a crew of from 12 to 20 men are still out on what is known as the Elgin and Minam road; and

WHEREAS, the weather has been such and the snow so deep and the ground frozen so hard that it is impossible to make any headway; and

WHEREAS, they are shoveling the snow out of the ditches and as it will drift back again; thereby throwing the money away; and

WHEREAS, it is very expensive to maintain a camp in this climate as it takes much wood and other provisions that would not be required in the Spring, Summer or Fall of the year; and

WHEREAS, we are not getting 25 cents worth of work for every dollar spent; Therefore,

BE IT RESOLVED, that we ask the State Highway Commission that they investigate the conditions so that they will personally know the conditions and be in position to give the people of the State of Oregon 100 cents for every dollar spent.

(JOHN WELLS
Comm: )J. A. GASKILL
(W. O. PARKS

By Mrs. Henry McGoldrick
Sec'y

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon 5 & 8.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 2, 1920.

ANSWERED
ROY A. KLEIN

State Highway Commission,
Salem,
Oregon.

Gentlemen:

On September 26th, we wrote calling your attention to the condition of the surface on Oregon Project No. 5, and on November 10th, we requested that you take some action toward surfacing Projects Nos. 5 and 8. On November 14th, you replied that you had no immediate plans for the surfacing of these projects but that the matter would be taken up at the next meeting of the State Highway Department. This meeting was held December 20th. and we are desirous of knowing what decision was reached.

The following quotation from a recent letter from the Chief Engineer of this Bureau emphasizes the importance of immediate action:-

> "From the reports and photographs attached it appears that the condition of the surface on these projects is decidedly unsatisfactory and this office does not feel that Federal Aid projects should be left in this condition. If the only remedy is some suitable surfacing, the matter should be strongly emphasized to the State Highway Department and they should be urged to provide such surfacing immediately. Please take the matter up with the Highway Department at once with the above end in view and if other projects likely to develop the same unsatisfactory conditions are presented by the State Highway Department, you should insist upon such changes as will eliminate a repetition of the unsatisfactory conditions."

Yours very truly,

[signature]
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE

REFER TO FILE No._____

Engineering - Post Roads.
Oregon 5 & 8.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 13,1920.

RECEIVED
JAN 14 1920
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter of January 7th. regarding the surfacing of Oregon Projects Nos. 5 and 8 received.

We note that this matter is to be taken up at the meeting February 5th, and trust that it will be found practicable to provide an adequate surfacing, at least for the worst sections of the projects.

For your information, three photographs (Nos. 2489,2492 and 2493) are attached, which show conditions as they existed October 21, 1919. Copies of these photographs reached Washington and occasioned very unfavorable comment.

We will greatly appreciate early advice as to the action taken by the Highway Commission at its next meeting.

Yours very truly,

F. M. Elliott

Acting District Engineer,

(Enclosures)

Sta 1525 — Ore Project No 5

Sta 160 Ore # 8

Sta 71+50 Ore 8

PRS

January 2, 1919.

Mr. Manche O. Bennett,

Pendleton, Oregon.

Dear Sir:

Your letter of December 31, in re Elgin-Minam job, received. On account of the necessity of cutting down expenses as much as possible during the winter, I should strongly advise carrying out your suggestion to lay off inspector and crew until such time as weather conditions are better.

Very truly yours,

State Highway Engineer.

HK:HI

...ASSISTANT ENGINEER

NOTED H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Dec. 31, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Subject: Headwalls, Elgin-Minam job.

Dear Sir:

I write to say that the state force account job between Elgin and Minam will be finished within a few days excepting the Culvert headwalls. There is about 30 yards of this concrete to be placed yet, and weather conditions have not permitted the laying of same.

Owing to the difficulties involved in the hauling of materials and placing concrete at this time, I believe it will be best to leave same until spring. It will be very expensive if we maintain an inspector and a crew available for this work and do same whenever weather will permit.

If you have any other instructions or if it is inconvenient to postpone completion and settlement of this job, kindly advise.

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB/B

RECEIVED
JAN 2 - 1920

Form A 12-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Dec. 19, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Subject: Minam undergrade crossing.

Dear Sir:

I have yours of December 16th with blue print of the Minam undergrade crossing attached. You will recall that the chief difficulty here is that if we have 14 feet clearance our grade line will be below highway.

While I am of the opinion that the high water season covering this will be only occasionally and of short duration, nevertheless I believe it is rather serious. I note you indicate that it might be possible to secure permission to put in a clearance less than 14 feet. I am sure 11 or 12 feet would be ample in this place and would suggest that this be tried.

There are two possible ways of draining this, one by running ditches at right angles to road into the river, and the other by building large side ditches down grade from the crossing. It is probable that the side ditches would be preferable as the ditch at right angles to the river may wash larger and prove to be a side stream in high water time. I am sorry this condition exists but it seems advisable to use the undergrade crossing as it is not very convenient to plan otherwise.

Trusting this will give the sufficient information to complete these plans, I am

Very respectfully,

Manche O. Bennett

Division Engineer.

DEC 22 1919

MOB/B

FORM 4A 1M-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

P.R. #5

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Dec. 8, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Subject: Air Compressor.

Dear Sir:

I write in connection with the air compressor owned by the state and now being rented by Umatilla County. This machine was used formerly on the Elgin-Minam force account job.

Would be pleased to have a rental price for this equipment. Unless you have definite instructions regarding this equipment please send rental rates covering situation if state pays the upkeep and parts; also same for situation where county pays for these items.

Would appreciate this information at your early convenience as there is a November bill to settle up. If you have a general rental list for state equipment kindly supply copy.

Very respectfully

Manche O. Bennett

MOB.B

Division Engineer.

DEC 11 1919

G.R.#3

August 25, 1919.

Mr. Manche C. Bennett,
Pendleton, Oregon.

Dear Sir:

We are in receipt of your communication of August 22 in regard to the Cattle Passes to be built on the Elgin - Minam Section.

For culverts with low fills up to 6' in span, there is very little choice between the flaring wing and the wing parallel to the roadway, although as you suggest, the latter is slightly more expensive.

We adopted this type of construction many times even at an additional expense, on account of the better appearance of the structure and the way in which side ditch draining is taken care of. In this particular case, however, we have no objection to any modifications being made in the field, subject to your approvals

We wish to thank you for calling this to our attention.

Very truly yours,
[redacted]
State Highway Engineer.

By

Bridge Engineer.

CHMcC:TCF

COPY FOR STATE HIGHWAY COMMISSION, OREGON.

J-1

June 27, 1919

Mr. C. H. Purcell,
P. O. Building,
Portland, Oregon

Dear Sir,-

Triplicate copies of vouchers for Oregon Project No.5 in the amount of $2,585.93; Oregon Project No. 14 in the amount of $5,266.04; and Oregon Project No. 13 in the amount of $5,550.54 are returned herewith for the reason that the stamped signature of the State Highway Engineer will not be accepted by the Treasury Department.

It is noted that the voucher for Oregon Project 14 is make payable to the State Treasurer of the State of Oregon, Capital Building, Portland, Oregon . It appears that this is in error and should be corrected.

Very truly yours,

RDS KMH

Chief Engineer

COPY FOR STATE HIGHWAY COMMISSION, OREGON.

P-3

May 24, 1919.

Memorandum for District Engineer at Portland.

Enclosed herewith is an original copy of modified agreement to cover Oregon Project No. 5 for transmittal to the State Highway Department, also one copy for your files.

P. St. J. Wilson,
Acting Director.

By
Assistant in Road Management.

Enclosure.

leb-gmj

RECEIVED
JUN 13 1919

Oregon project No. 5,
Federal Aid Road Act, July 11, 1916 (39 Stat. 355).

AMENDMENT OF PROJECT AGREEMENT.

WHEREAS: The State Highway Department of the State of Oregon constituting the State Highway Department of said State within the meaning of the Federal Aid Road Act of July 11, 1916 (39 Stat. 355), has requested approval for the construction work on said project No. 5 to be performed by force account, the said project involving the construction of that certain rural post road known locally as the Elgin-Minam Road, being 9.55 miles in length, extending from Elgin to the top of Wallowa Hill in Union County, and more particularly described in the plans and specifications made a part of that certain project agreement signed by the said State Highway Department of the State of Oregon on August 6, 1918, and by the Acting Secretary of Agriculture on August 22, 1918.

NOW, THEREFORE, It is mutually agreed by the said State Highway Department and the Secretary of Agriculture that the said project agreement be amended as follows:

To Article III shall be added paragraph (a), to read:

"(a) It is agreed that the construction work on the project may be performed by contract, by force account or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary."

FORM 4A 10-4-18

B. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

HANCHE O. BENNETT
DIVISION ENGINEER

P.R #5

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, April 29, 1919.

RECEIVED
MAY 1 - 1919

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Please find attached bill for reinforcing steel for the Elgin-Minam work now being done by force account under Mr. Pratt. We have shown this for each culvert by giving station numbers. If material could be shipped marked in this way it will be a considerable saving of time and effort on the works.

This bill has been submitted by Mr. Pratt and was made up from standard plans. Would be pleased to have this within the next few days in order that some of the work may start.

Very respectfully,

Hanche O. Bennett

Division Engineer.

cc CAH

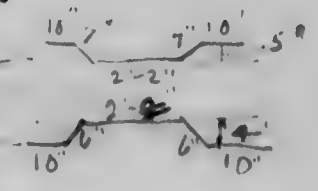
MOB/B

Requisition for the attached list of material mailed to McCracken Co 5-3-19 Req No. 3543

The Following is a list of steel as estimated for the Elgin-Minam work.

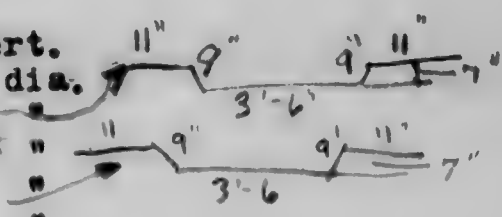
Sta. 1329. 4' x 4' x 30' box culvert.

| | | | | |
|---|---|---|---|---|
| H rods | 60 | strt. | 4'8" -- | " dia. |
| | 30 | bent | 5'0" -- | " " |
| I rods | 40 | strt. | 4'8" -- | " " |
| | 20 | bent | 5'0" -- | " " |
| Vert. | 40 | strt. | 4'8" -- | " " |
| Longit. | 8 | " | 33'0" -- | " " |
| | 1 | " | 32'0" -- | " " |
| W.Wall | 4 | " | 24'0" -- | 3/4" " |



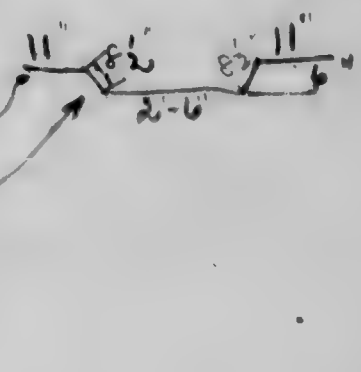

Sta. 1442 3' x 6' x 22' box culvert.

| | | | | |
|---|---|---|---|---|
| H rods | 32 | strt. | 6'8" -- | 5/8" dia. |
| | 16 | bent | 7'0" -- | " " |
| I rods | 21 | strt. | 6'8" -- | " " |
| | 10 | bent | 7'0" -- | " " |
| Vert. | 30 | strt. | 3'8" -- | 1/2" " |
| Longit. | 6 | " | 25'0" -- | " " |
| | 2 | " | 24'0" -- | " " |
| W.Wall | 4 | " | 21'0" -- | 3/4" " |



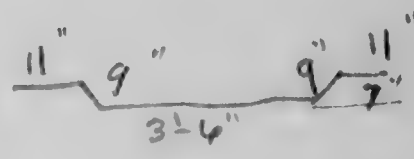

1506 ∠ 50 5' x 5' x 22' box culvert

| | | | | |
|---|---|---|---|---|
| H rods | 29 | strt. | 5'8" -- | 5/8" dia. |
| | 15 | bent | 6'0" -- | " " |
| I rods | 19 | strt. | 5'8" -- | " " |
| | 10 | bent | 6'0" -- | " " |
| Vert. | 30 | strt. | 5'8" -- | 1/2" " |
| Longit. | 8 | " | 25'0" -- | " " |
| | 1 | " | 24'0" -- | " " |
| W. Wall | 4 | " | 30'0" -- | 3/4" " |



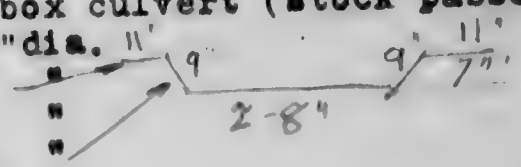

Sta. 1534 5' x 6' x 22' box culvert

| | | | | |
|---|---|---|---|---|
| H. rods | 32 | strt. | 6'8" -- | 5/8" dia. |
| | 16 | bent | 7'0" -- | " " |
| I rods | 21 | strt. | 6'8" -- | " " |
| | 10 | bent | 7'0" -- | " " |
| Vert. | 30 | strt. | 5'8" -- | 1/2" " |
| Longit. | 8 | " | 25'0" -- | " " |
| | 2 | " | 24'0" -- | " " |
| W.W alls | 4 | " | 31'0" -- | 3/4" " |




Sta. 1550 (about) 6 1/2' x 5' x 24' box culvert (stock passes)

| | | | | |
|---|---|---|---|---|
| H rods | 32 | strt | 5'8" -- | 5/8" dia. |
| | 16 | bent | 6'0" -- | " " |
| I rods | 21 | strt | 5'8" -- | " " |
| | 11 | bent | 6'0" -- | " " |
| Vert. | 32 | strt. | 7'2" -- | 1/2" " |
| Longit. | 9 | " | 27'0" -- | " " |
| | 1 | " | 26'0" -- | " " |
| W. Wall | 4 | " | 37'0" -- | 3/4" " |




Sta. 1592 (about) (Stock passes)

Same dimensions and material as given above for 1550.

Sta. 1653 ⁄ 80 4' x 4' x 32' box culverts

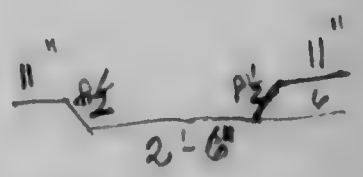
| | | | | | |
|---|---|---|---|---|---|
| H rods | 64 | strt. | 4'8" | -- 1/2" | dia. |
| | 32 | bent | 5'0" | -- " | " |
| I rods | 43 | strt. | 4'8" | -- " | " |
| | 21 | bent | 5'0" | -- " | " |
| Vert. | 44 | strt. | 4'8" | -- " | " |
| Longit. | 87 | " | 35'0" | -- " | " |
| | 1 | " | 34'0" | -- " | " |
| W. Wall | 4 | " | 24'0" | -- 3/4 | " |

Sta. 1658 ⁄ 80 36" pipe (headwalls)

| | | | | | |
|---|---|---|---|---|---|
| Vert. | 12 | strt. | 5'6" | -- 1/2" | dia. |
| Horiz | 10 | " | 11'8" | -- 5/8 | " |

Sta. 1703 4' x 5' x 26' box culverts.

| | | | | | |
|---|---|---|---|---|---|
| H rods | 35 | strt. | 5'8" | -- 5/8" | dia. |
| | 17 | bent | 6'0" | -- " | " |
| I rods | 23 | strt. | 5'8" | -- " | " |
| | 12 | bent | 6'0" | -- " | " |
| Vert. | 36 | strt. | 4'8" | -- 1/2" | " |
| Longit. | 87 | " | 29'0" | -- " | " |
| | 2 | " | 28'0" | -- " | " |
| W.Wall | 4 | " | 25'0" | -- 3/4" | dia. |




Sta. 1712 ⁄ 50 4' x 4' x 32' box culverts
Same as for sta. 1653 ⁄ 80

Sta. 1730 ⁄ 50 36" pipe (headwalls)
Same as for sta. 1658 ⁄ 80

APRIL 19, 1919.

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

Following Mr. Nunn's letter to you yesterday regarding cement for the Elgin-Minam Post Road, will say that we are today taking this matter up with the Cement companies, asking for a price on cement from the Spokane mill and also from the Oregon Portland Cement Company at Oswego. I will advise you immediately what we can do.

As you know, the Beaver Portland Cement Company quoted us a low price but are unable to deliver at this time.

Would suggest that the entire amount needed be shipped in one car, inasmuch as 300 barrels would only amount to approximately 30,000 pounds, if you can arrange to store the same until needed. However, if we find that there is considerable difference in prices, it might be advisable to defer the latter part of your order until the Beaver people are in a position to furnish us cement, which will probably not be before June 15th. Will you please advise us further in regard to this matter?

Respectfully,

Secretary.

RAK:MR

April 17, 1919.

Mr. Manche O. Bennett,

Pendleton, Oregon.

Dear Sir:

I am unable to supply the car of cement you request.

as the Gold Hill people are not in a position to ship at this time. I would suggest that you call this matter to Mr. Thompson's attention as the situation is serious, inasmuch as contractors at Coquille are calling for cement which we can not deliver.

Respectfully yours,

State Highway Engineer.

HM:HI

NOTED
H.N.

[illegible] LAND, CHAIRMAN
[illegible] SON, PENDLETON
[illegible] DOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, April 12, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Klein.

Dear Sir:

I write to order a car of cement to be shipped to Elgin, Oregon. This is for the Elgin-Minam post road work which we are doing by force account.

A car of about 100 barrels will be approximately one-half of the amount needed, and would like to have same delivered at your earliest convenience. Will keep you advised as to when the second car will be needed.

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB/B

APR 1 1919

# FIELD ENGINEER'S WEEKLY REPORT

La Grande - Ore. 10/27, 1918

County of Union — Week from Oct. 20 to Oct. 26

Highway La Grande - Joseph — Number in party 3

Section Elgin - Minam — Survey will be completed

Camp location No camp.

Mail address La Grande - box 560 - phone Blk. 62

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state.)

RECEIVED
OCT 30 1918
STATE HIGHWAY
ENGINEER
Oregon

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Consistent work on wheeler cut just out of Elgin & some fresno work past that.

C.A. Dunn says no attempt will be made to start extensive work on this job this fall.

cc/M.O.B.

Signed Robt G. Pratt.

Title Res. Eng'r.

November 15, 1918.

Concrete Pipe Works,
Board of Trade Building,
Portland, Oregon.

Attention Mr. Easterday.

Gentlemen:

Replying to your letter of November 14 in regard to concrete pipe ordered for the Elgin job, would say that we are in receipt of a letter today from our Resident Engineer, who asks that the shipment of the 24" pipe be deferred until he has an opportunity to investigate high water conditions.

Will you, then, ship the 100' of plain pipe and the 120' of 18" as ordered and advise when you will be able to ship the balance of the 12" plain pipe, and at that time we will tell you what our needs will be in the 24" size. If you are making the 12" size in both three and four foot lengths, please send some of both.

Respectfully,

BAK:VEF

State Highway Engineer.

"PERMANENT AS THE PYRAMIDS"

410 RIVER STREET
FOOT OF ALBINA AVENUE

# CONCRETE PIPE WORKS

DRAIN TILE, MANHOLES, CULVERTS
SEWER AND WATER PIPE

PORTLAND, OREGON

November 14, 1918

RECEIVED
NOV 15 1918
STATE HIGHWAY
ENGINEER
Salem Oregon

OREGON HIGHWAY COMMISSION,
Salem, Oregon

Gentlemen:

We are in receipt of your requisition No. 3131, dated November 13, 1918, for 870' of 12" plain concrete pipe @ .69, 120' of 18" reinforced @ $1.79, 60' of 24" reinforced @ $2.38, f. o. b. Elgin, Oregon.

We will ship all of the reinforced and 100' of 12" plain in accordance with your letter of the 13th, and the balance as soon as possible.

We thank you very much for this order.

Very truly yours,

Phil Eastaday

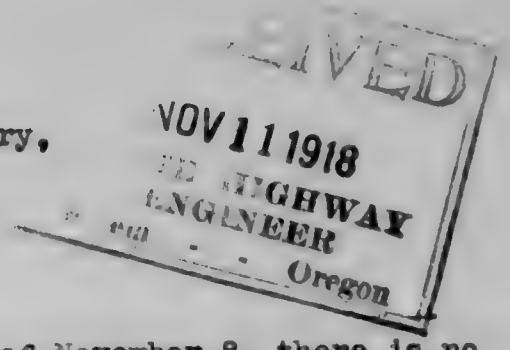
E/W

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 5.

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

November 9, 1918.




Oregon State Highway Commission,
Attention of Mr. R. A. Klein, Secretary,
Salem, Oregon.

Gentlemen:

Replying to Mr. Klein's letter of November 8, there is no objection to the proposed substitution of concrete culvert pipe for corrugated metal on Oregon No. 5, Elgin-Minam, provided the Commission will give assurance that concrete pipe meets State standard specifications for such material, which were approved by this Office.

Very respectfully,

R. J. Hewes

District Engineer.

November 8, 1918.

Dr. L. I. Howes, District Engineer,
Broadway-Yamhill Building,
Portland, Oregon.

Dear Sir:

In the matter of culvert pipe for the Elgin-Minam project, since my telephone conversation with you this afternoon, I received a letter from the Highways Council, covering permission to use corrugated pipe under certain conditions. On investigation of this matter, I find that the larger portion required for this project in 12" size and that the corrugated would cost more in Portland at the present price than we would get for it at the contract price in place.

Concrete pipe of an acceptable type is made in Walla Walla and as it is a short freight haul, we can purchase the same and lay it for the bid price price, since the wagon haul is short.

We propose to substitute for the corrugated pipe in the 12" size, 12" plain concrete; for 18" and 24", use reinforced concrete pipe. We have had satisfactory results with plain pipe and this is our usual practice, as evidenced by the Union-Telegaset specifications.

This matter is placed before you for your consideration as a party to the contract. As contractor on this job, we can save some money in this instance by the substitution, and as an engineer we can see no reason why this substitution could not be made without detriment to the job.

Respectfully,

Secretary.

BAK/HI

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE REFER TO FILE No. 481-Ore. F. A. 5

September 14, 1918. BROADWAY-YAMHILL BUILDING, PORTLAND, OREGON.

RECEIVED
SEP 16 1918
STATE HIGHWAY ENGINEER
Salem - - Oregon

State Highway Commission,

Salem, Oregon.

Gentlemen:

Reference is made to Project No. 5, Federal Aid Post Road.

Receipt is acknowledged of the following documents pertaining to this project:

1. Copy of letter from the State Attorney General, dated September 5, to the District Attorney of Union County.

2. A letter (apparently original), from Mr. Munn to the State Highway Commission, dated September 6.

3. Copy of the resolution of the State Highway Commission, dated September 13.

4. Clipping of the Notice to Contractors from the La Grande Observer.

We are notifying our Washington Office that the contract with Union County has been rescinded and that the State proposes to do the work at the same prices as those bid by the county. It is not anticipated that any objection will be raised to this action.

Very truly yours,

J. H. Keen

Acting District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. P-3

RECEIVED
SEP 3 1918
STATE HIGHWAY
ENGINEER
Oregon

August 23, 1918.
4 p.m.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Secretary has executed the project agreement and certificate of approval of plans, specifications, and estimates to cover Oregon project No. 5. I enclose herewith for your files one copy each of the agreement and certificate.

Very respectfully,

L. W. Page
Director.

Enclosures.

OFFICE OF PUBLIC ROADS
UNITED STATES DEPARTMENT

Form P. R. I. 2

State Oregon

Project No. 5.

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

Form P. R. 1.2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this sixth day of August, 1918, by and between the State Highway Department of the State of Oregon, ~~constituting, for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled, "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 5th day of December 1917, a project statement, which was approved by the Secretary on the 25th day of February, 1918, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 22nd day of August, 1918; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, five hundred and seventy-five and 50/100

dollars ($20,575.50) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of twenty thousand, five hundred and seventy-five and 50/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of forty-one thousand, one hundred and fifty-one and no/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the~~

~~Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to . . . . . (Official or depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of ..... (State or county.) (Name.) (Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to . . . . . the State Treasurer, Salem, Oregon (Official or depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State (State or county.) of . . . Oregon (Name.) ..... of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $10,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: . . . . . .

## RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary.

such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making appropriation and probable amount annually available.)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 22nd day of August, 19 18.

State Highway Department of the State of Oregon.
(Official title of Highway Department.)

By .....

Chairman, State Highway Commission.
(Title of officer.)

By .....

Member, State Highway Commission.
(Title of officer.)

By R. A. Booth, Absent

Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By .....

State Highway Engineer.
(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 1.3.

UNITED STATES DEPARTMENT OF AGRICULTURE,

OFFICE OF THE SECRETARY.

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES.

*(Under "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (Public No. 156), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from Elgin to the top of Wallowa Hill, locally known as Elgin-Minam Road, Union County, , and designated in the records of this Department as Project No. 5, ~~Fiscal Year~~ State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $41,151.00 as the total estimated cost of said project, and the sum of $20,575.50 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done at the City of Washington, District of Columbia, this 22nd day of August, one thousand nine hundred and eighteen, as witness my hand and the seal of the Department of Agriculture.

E. T. Meredith

Acting *Secretary of Agriculture.*

August 7, 1918.

The J. McCracken Company,
45 Fourth Street,
Portland, Oregon.

Gentlemen:

In reply to your letter of August 6, wish to advise you that the grading contracts on the Union-Telocaset and Elgin-Minam projects were awarded to the Union County Court, who will proceed immediately with the construction.

Respectfully,

State Highway Engineer.

BAK/HI

...LIME
...C COAST STEEL CO.
REINFORCING STEEL DEP'T

# THE J. McCRAKEN CO.

ESTABLISHED 1856 :: INCORPORATED 1892

BUILDING MATERIALS

BLAKE-McFALL BUILDING
45 FOURTH STREET

JOHN D. RIPLEY, SECRETARY

"ATLAS" WHITE
NON-STAINING CEMENT

BUILDING SPECIALTIES
FORMERLY SOLD BY
F. T. CROWE & CO.

RECEIVED
AUG 7 1918
STATE HIGHWAY
ENGINEER
SALEM, OREGON

PORTLAND, OREGON July 6, 1918.

NOTED
R. A. K.

State Highway Commission,
Salem, Ore.

Mr. Metzger

Gentlemen:

We would greatly appreciate any information you can give us regarding bids received today for highway improvements in Union County known as Union Telocaset & Elgin Minan projects in which we are informed there are some 8½ tons of steel reinforcement required. In case this project is to be awarded we would like to know who the successful bidder is in order that we

DELIVERIES ARE SUBJECT TO ACTS AND DEMANDS OF THE GOVERNMENT IN TIMES OF WAR OR NATIONAL EMERGENCY

may get in immediate touch with him and quote on the reinforcement.

Thanking you for any information you can give us, we are

Yours very truly,

THE J. MCCRAKEN COMPANY

R. E. Eastman.
Resident Engineer

REC B

...Oregon Trail.

These projects have been signed by the State Highway Engineer and the members of the Commission and the State seal affixed. As an extra copy of this agreement was not forwarded to you, I presume that you will furnish us with a copy when same has been signed by the Secretary of Agriculture.

Very truly yours,

STATE HIGHWAY COMMISSION.

By

Secretary.

RAL:VEP

August 7, 1918.

Dr. L. I. Hewes, District Engineer,
Office of Public Roads,
Broadway - Yeon Hill Building,
Portland, Oregon.

Dear Sir:

I am returning to you herewith Project Agreement under the Federal Aid Road Act covering Oregon Project No. 5, known also as the Elgin - Minam section of the La Grande-Enterprise Highway, and also project agreement covering project No. 8, known also as the Union-Pelecanet Section of the Old Oregon Trail.

These projects have been signed by the State Highway Engineer and the members of the Commission and the State seal affixed. As an extra copy of this agreement was not forwarded to you, I presume that you will furnish us with a copy when same has been signed by the Secretary of Agriculture.

Very truly yours,

STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:VGP

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon No. 5.

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

June 24, 1918.

RECEIVED
JUN 26 1918
HIGHWAY
Oregon

Oregon State Highway Commission,

Salem, Oreg.

Attention, Mr. Nunn.

Dear Sir:

We are advised that the Chief Engineer, on June 18, recommended to the Director the approval of plans, specifications, and estimate for Project No. 5.

A copy of the estimate on which the project agreement will be based is enclosed herewith.

Comment is made that the plans do not show the beginning and end of the project. In the Notice to Contractors they are shown as at Station 1253 and Station 1757, but you will note that the plans do not extend beyond Station 1754. Kindly advise just what stations should be used.

In submitting future plans, it is requested that this information be furnished as it is quite necessary in checking up the work.

Very truly yours,

L. I. Hewes.

District Engineer.

RECEIVED
JUN 25 1918
HIGHWAY
ENGR
Salem, Oregon

COPY OF DETAIL ESTIMATE UPON WHICH
PROJECT AGREEMENT IS TO BE BASED
FOR

OREGON PROJECT NO. 5.

Note: This estimate copied from Detail estimate submitted by the State Highway Department through the District Engineer in his letter of April 22, 1918.

| APPROXIMATE QUANTITIES | | | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| 31,250 | cu. yds. | Common excavation | at $0.40 | $12,500.00 |
| 11,200 | " " | Intermediate excavation | " .70 | 7,840.00 |
| 5,900 | " " | Solid Rock excavation | " 1.25 | 7,375.00 |
| 75,000 | " | Sta. Overhaul | " .05 | 3,150.00 |
| 870 | lin. ft. | 12" Culvert pipe | " 1.50 | 1,305.00 |
| 120 | " " | 18" Culvert pipe | " 2.50 | 300.00 |
| 60 | " " | 24" Culvert pipe | " 4.00 | 240.00 |
| 188 | cu. yds. | Class "A" Concrete | " 22.00 | 4,136.00 |
| 6 | " " | Class "B" Concrete | " 20.00 | 120.00 |
| 12,200 | lbs. | Reinforcing metal | " .07 | 854.00 |
| 55 | cu. yds. | Rubble masonry | " 10.00 | 550.00 |

Subtotal . . . . . $ 37,410.00

10% for Engineering & Contingencies . . 3,741.00

Total . . . . . $ 41,151.00

Length - 9.55 miles
Cost per mile - $4,309.00

Amount of Federal Aid Requested - $20,575.50
Amount of Federal Aid Recommended - $20,575.50

To accompany Chief Engineer's memorandum dated June 18, 1918, recommending approval of the plans, specifications and estimate.

Copied by A. H. G., June 18, 1918.
Checked by W.H.J.

MAY 25, 1918.

Judge J. F. Fly,
Manager Security Land & Savings Co.,
La Grande, Oregon.

Dear Sir:

We are in receipt of your letter of the 22nd requesting blue print map of the Night - Elgin Section of the La Grande - Joseph Highway, to be used in connection with the securing of right of way for the proposed improvement.

We are having these blue prints prepared and they will be forwarded to you at once.

Very truly yours,

State Highway Engineer.

HEP:VGF

HIGH GRADE INVESTMENTS FOR THE LARGE AN[illegible]LL INVESTOR
PROPERTY EXCHANGED EVERYWHERE

[illegible]EALTH AND ACCIDENT INSURANCE. BONDS
PERFECT PROTECTION AGENCY

# Security Land & Savings Co.

INCORPORATED
LA GRANDE NATIONAL BANK BUILDING

FRUIT, ALFALFA, TIMBER AND GRAIN LANDS IN LARGE AND SMALL TRACTS. CITY PROPERTY

J. F. PHY, MANAGER

LA GRANDE, OREGON

May 22, 1918.

RECEIVED
MAY 24 1918
[illegible]HWAY
[illegible]Oregon

Hon. Herbert Nunn,
State HighWay Engineer,
Salem, Oregon.

Dear Mr. Nunn,

We are arranging to get the Right of Way on the Post road from Elgin, in the direction of Joseph, known as the Elgin-Minam Section. We have from the engineer here, the legal description of thelands desired, but would like to have blue prints showing this road from Elgin to the Minam.

I spoke to the engineer here about them this morning, but he said they tracings were in your office. I intended to write to Mr. Bennett but the engineer told me it would be best to write directly to you. Would you kindly forward these blue prints ~~tracings~~ and we will proceed with the Right of Way. Thanking you, I am,

JFP/GW.

Yours very truly,

J. F. Phy

County Judge.

Ans. 5/25/18

April 24, 1918.

Mr. L. I. Hewes, District Engineer,
Failing-Yeon Building,
Portland, Oregon.

Dear Sir:

Your letter of April 23d, regarding certain corrections to the plans of post road project No. 5, received. You are hereby authorized to make the correction requested in regard to increasing prisms and footings under rubble masonry headwalls, as well as to make any necessary changes to eliminate discrepancies mentioned in the classes of concrete.

Respectfully yours,

State Highway Engineer.

RH:EH

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 5.

RECEIVED
APR 23 1918

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

April 22, 1918.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to my letter of April 17, we have inspected Oregon post road project No. 5, and examined plans, specifications, and estimate. Inspection is satisfactory, as are in general the execution of plans, specifications, and estimate.

I call your attention, however, to the following minor points for consideration in submitting future plans:

The typical cross-section sheet is out of place. Number of the project is not indicated. The slope for fill on the typical section is not designated in figures. Curve points are not shown by small circles.

With reference to the standard designs attached to the specifications, I feel that the footing for the concrete headwalls is rather light for the larger sizes of pipe, and there is an apparent discrepancy between estimate of six cubic yards of class B concrete and the designation of class C concrete for pipe headwalls. Will you kindly write a letter authorizing, first, an increase in the footing of the rubble masonry headwalls, and second, indicate and authorize the

necessary change to eliminate the discrepancy mentioned in the classes of concrete. When this is done, the standard designs, in so far as applicable to the items of this project, are approved by this office.

Plans and papers are to-day forwarded to Washington with the understanding that you will supply the authority in question.

Very respectfully,

L. I. Hewes

District Engineer.

MARCH 6
1918

Mr. L. W. Page, Director,
Office of Public Roads and Rural Engineering,
Washington, D. C.

Dear Sirs

With to acknowledge receipt of your favor

of March 2nd (file No. F-5) stating that the Secretary

has approved our project No. 5 involving the improvement

of 9.3 miles of the Elgin-Minam Road in Union County.

We are much pleased to note this action.

Very Respectfully,

OREGON STATE HIGHWAY COMMISSION

Per

CKB-MR Secretary

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 1-3

March 2, 1918.
10 a. m.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Secretary of Agriculture on February 25 approved Oregon Federal aid project No. 5 involving the improvement of 9.3 miles of the Elgin-Minam Road in Union County.

Very respectfully,

L. W. Page.
Director.

Letter approving Elgin-Minam
Project in Commission file

No. 4

For Department Correspondence

[illegible], Portland, Chairman
L. Thompson, Pendleton
[illegible]. Adams, Eugene
} Commissioners

[illegible]d Ross, Secretary and Auditor

Herbert Nunn
State Highway Engineer

RECEIVED
FEB 11 1918
[illegible]
Oregon

# Oregon State Highway Commission
Salem

Pendleton, Oregon, Feb. 8, 1918.

[illegible],
[illegible]gineer,

[illegible] find enclosed copy of statement by Mr. [illegible]in, postmaster at Elgin, Oregon. This [illegible] the preliminary data for the application [illegible] project. The project statement and map have already gone forward from your office to Dr. Hewes. A postmaster's statement accompanied the statement at that time, but it was insufficient for some reason. I believe this will furnish the necessary affidavit.

Am sending three copies direct to Dr. Hewes in order to save time. The enclosed copy is for your files.

Very respectfully,

Manche O. Bonnett

MOB/IB

I, the undersigned hereby thrtify that I am the duly appointed postmaster of the postoffice known as Elgin, Oregon ; that some months past I certified to the fact,the the road from Elgin to the top of the Wallowa Hill is used as a rural free delivery route for the entire distance, excepting about one mile.

I now further certify that I am familiar with the present road over what is locally known as the Fish Trap Hill and the Ownby Hill, and that I am also familiar with the route over these hills as surveyed by the State Highway Engineers where said survey deviates from the present road in order to avoid excessive grades.

Inasmuch as there are no houses or mail boxes on the Fish Trap Hill along that section where the survey deviates from the present road, and as the two mail boxes on the Ownby Hill can be as readily served from a road on the survey as from the present road, I believe that the present Post Route will be changed so as to follow the line as surveyed in all cases where the said survey leaves the present road as soon as the relocation is opened for travel; I further certify that I will advocate such change, astthe grade on the present road at these places is very excessive ranging from ten to twenty percent, and in addition the road is rocky and rough

---

Robert Blumenstein
Postmaster, Elgin, Oregon.

STATE OF OREGON( ss
County of Union)

I, the undersigned, a Notary Public in and for the State of Oregon, do hereby certify that on this 5th day of February A.D. 1918, personally appeared before me Robt Blumenstein to me known to be the individual described in and who executed the above instrument, and acknowledged that he executed the same as his free and voluntary act and deed.

Given under my hand and official seal this 5th day of February A.D. 1918.

Jesse Cranor
Notary Public for Oregon

My Commission expires ---

NOTARY PUBLIC FOR OREGON
My Commission Expires Feb. 6, 1921

DECEMBER 21, 1917.

Office of Public Roads & Rural Engineering,
Broadway-Terhill Building,
Portland, Oregon.

Gentlemen:

Referring to your letter of December 12, regarding the La Grande-Joseph Post Road, project statement of which was recently sent you, wish to advise that instructions have been issued to forward these to you in triplicate hereafter, which has been our custom except on the two projects coming from the Eastern Oregon Division which were short the one copy.

Regarding the proposed construction, wish to state that we consider the grading of a good earth road in that section of the State as a decided improvement over the present method of road construction. The climatic conditions in Eastern Oregon, as well as the soil conditions in certain localities, and especially in this section, make an earth road very serviceable for all the year's travel.

Respectfully,

State Highway Engineer.

GLR:VOW

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. .....

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.
December 12, 1917.

RECEIVED
DEC 13 1917
STATE HIGHWAY
ENGINEER
Salem - - Oregon

The Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:-

Your letter of December 8, 1917, enclosing a duplicate of project statement for the La Grande-Joseph Post Road, has been received.

It is necessary for us to submit project statements in duplicate to the Washington office. In order that we may retain a copy in this office will you please, in the future, submit your project statements to this office in triplicate. In the case of this project we have made a copy in this office, but since the sketch map was only submitted in duplicate I wish you would furnish me with another blue print copy of the sketch map.

It is noted that this project is for an earth road. It is desired that you submit a letter stating whether in your opinion an earth road will be a substantial improvement for this project.

We are today forwarding this project statement to Washington with our recommendation for approval conditioned on the receipt of this statement.

Very respectfully,

B. J. Finch.

Acting District Engineer.

December 8, 1917.

Mr. Manche O. Bennett,

Pendleton, Oregon.

Dear Sir:

Wish to acknowledge receipt of the project statement for the Elgin-Ownby Hill Section of the LaGrande-Joseph Highway. This will be presented to the Commission at its meeting on Monday and immediately turned over to the Federal Service for action.

Respectfully,

State Highway Engineer.

GMR/HI

FOR DEPARTMENT CORRESPONDENCE

COMMISSIONERS

ED ROSS, SECRETARY AND AUDITOR

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION - SEAL -

COLUMBIA RIVER HIGHWAY
MULTNOMAH FALLS

Pendleton, Ore.
December, 6, 1917.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon,

Dear sir:

Please find enclosed herewith project statement, project map and postmaster's statement for Elgin-Ownby Hill section of the LaGrande-Joseph highway.

As you will recall this is to be submitted to Dr. Hewes as a "Post Road". You or Mr. Ross should sign the attached resolution as secretary, and Mr. Benson and Mr. Adams should sign. Mr. Thompson's signature is already on.

Will submit two more projects in a day or two.

Very resp'y.

Manche O. Bennett

O. P. R. and R. E.
U. S. Dept. of Agr.
Form No. PR. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

U. S. D. A. 25: 1916

(DATE) December 5,1917.

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 19..... The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road Elgin-Minam
2. Located between Elgin and Minam County of Union
3. Distinguishing marks on sketch plan to identify project Elgin and Minam
4. Points of beginning and ending Elgin. Top of Wallowa Hill
5. Length (gross) 9.3 (net) 9.3

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route 4.0 ; miles of project used as a star route none ; miles of project not used as either rural or star route 5.3

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction See postmaster's statement. One mile will probably not be used as post road.

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

9. Tolls collected on roads or bridges on this project, if any None

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1) It is a part of the State Highway system, secondary road joining up to trunk road.

11. Purpose to be served by project Post road, local traffic and practically the only outlet for Wallowa County.

12. Improved roads adjacent or contiguous and type of each None.

(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Local and inter county. Daily approximately 50 autos, 20 teams.

14. Description and present condition of traveled way. Natural earth road. Excessive grades and muddy part of the season.

15. Width of existing right of way... 60 feet

16. Proposed width of surfacing .... ----

17. Proposed type of construction Earth.

18. Location, nature, and extent of deposits of local materials suitable for use on this project ---

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet

None.

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

(a) State Highway Commission (b) State Highway Commission.

21. State's share of cost of construction to be provided by

Sale of bonds under Chap. 175 Laws of 1917, Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act. The State will co-operate to the extent of 50 per cent of the actual expense of the project.

22. Funds for maintenance to be provided by

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, G. R. Ross, duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Secretary.

24. Preferred order for this project with regard to other projects contemplated Have no preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by D.G.Glass and M.O.Bennett Date Nov. 15, 1917.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 41,000 | Cu. yds. | Excavation, 23 %,Rock | 65 | 25,830 00 |
| | Sq. yds. | Surfacing of | | |
| | | Structures under 20′ span | | |
| | | Other items: | | |
| 754 lin. ft. | | 12 in. pipe | 1 50 | 1,131 00 |
| 220 " " | | 24 in. pipe | 4 00 | 880.00 |
| 226 cu. yds. | | concrete | 22 00 | 4,972 00 |
| | | Structures over 20′ span | | |

Length, 9.3 miles. Subtotal, 32,813 00

Cost, $ 3881.11 per mile. 10% Engineering and Contingencies, 3,281.30

Total, $36,094 30

This estimate approved by:

(Title) State Highway Engineer

26. Percentage of estimated cost desired from Federal Government 50 %

Amount, $

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon.

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project accompany this statement herewith, form 38.

30. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

(Official title of Highway Department.)

By

(Title of officer.)

By W. L. Thompson
Commissioner

(Title of officer.)

By

(Title of officer.)

Elgin, Oregon, ~~Oct 30th 19~~ 1917.

I, Robert Blumenstein hereby certify that I am the duly appointed postmaster at the postoffice known as Elgin, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the LaGrande to Joseph highway running from Elgin to top of Wallowa Hill is used as a rural free delivery route for the entire distance between the points above. except about a mile(4000 ft) star route given, which is about 9 miles.

The mile not used is on account of mail carriers making detour and coming back to the main road to deliver mail....

The strip of road in mile 17 of this road (LaGrande to Elgin) is also used as a post road---

Robert Blumenstein
Postmaster at Elgin, Ore.

STATE OF OREGON (ss
County of Union )

I, Frank E Smith, a Notary Public in and for the State of Oregon, do hereby certify that on this 30th day of October A.D. 1917, personally appeared before me Robert Blumenstein to me known to be the individual described in and who executed the the above instrument, and acknowledged that he executed the same as his free and voluntary act and deed.

Given under my hand and official seal this 30th day of October A. D. 1917.

Frank E Smith
Notary Public for Oregon.
My Commission expires.

Feby 10th 1921

LEGEND
UNIMPROVED
IMPROVED
Railroad Grade Separation Project
Railroad over Highway
Highway over Railroad
Railroad over Highway
Railroad over Railroad
Railroad over Highway
Railroad over Railroad
Railroad over Highway
Railroad

UNION
LEGEND

CONTRACT # 172, 191, 210, 211,
295, 609

PR-6 Sarvice Cr.-Valades Ranch 1917-1919
John Day Hwy.
172.191.210.211.295.409

[illegible] State Highway Department

J-1

December 27, 1919.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

RECEIVED
JAN 6 - 1920

Dear Sir:

As requested in Acting District Engineer C. L. McKesson's letter of December 19, we are today recommending that the amount of Federal aid on ~~Georgia~~ Oregon Federal Aid Project No. 7 be increased to a total of $211,397.72.

Very truly yours,

Chief Engineer.

130-nlw

Form 81

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Service Cut-Valales Ranch Unit # 2 Date Dec 22, 1919

Week from Dec 14 to Dec 20, 19

Highway John Day

Job Prefixes 35-PB
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wheeler

Number in party

Survey will be completed about

Camp location Spray Ore

Mail address Spray Ore

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Weather moderate about Wednesday, Dec 17th.

Station crew of 9 men bet. Stas 791 + 800 complete work.

Station crew of 6 men complete road bet. sta 1055 + 1058 + 50

Superintendent Creighton of Jas F. Clarkson and Co was shown over work and returned to Portland.

Signed C. J. Dillinger

Title Resident Engr

PR. 6

December 24, 1919.

Mr. N. W. Bethel,
Spray, Oregon.

Dear Sir:

As you are probably aware, the contractor on Unit No. 2 of the Service Creek-Valades Ranch Project has made some claims for higher classification in connection with this work. We would recommend, therefore, that you go over this work with Mr. McNamee with a view to checking the classification as made on the last monthly estimate. Mr. Clarkson's chief claim for a higher classification is based upon a comparison of the classification as shown on the monthly estimate with that indicated upon the location estimate. This, of course, would have nothing to do with the classification which the contractor should be allowed, and this classification should be entirely in accordance with the specifications as given in the contract covering this particular work.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM

S. H. D. FORM 30 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

December 27, 1919

County of Wheeler — Week from Dec 20 to Dec 27

Highway John Day — Number in party Five

Section Unit #1 Salvage Co. Valants — Survey will be completed

Camp location Spray

Mail address Spray

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Has been raining this week ground has thawed quite abit but work has been going very slowly.

There are now 75 men and 4 head of stock on the job. The compresser worked two days this week and then the crew quit.

The bridge work is at a standstill.

Signed [illegible]

Title Resident Engineer

Form 11

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Unit #4 Date Dec. 27, 19 19

Canyon Creek - Valade Ranch Week from Dec. 21 to Dec. 27

Highway John Day Job Prefixes 12 PE

County Grant (List prefixes of all jobs worked on, giving approximate percentages of time on each)

Survey will be completed about Number in party 4

Camp location Dayville, Ore.

Mail address " "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Party in field 3 days and office 2 days. Ran & L² 60+73.2 to 95+50 - Referenced hub. L² 11+79± to 60+73.2 Also checked lats. & deps. P. line and map. Also checked topog. Projected L² line. Roads very muddy but water frozed. L.R. Dutch quit party Dec. 21. L² line checked out fine and projection fits ground well.

Signed R.W. Oakley.

Title Res. Engr.

December 23, 1919

Mr. H. W. Oakley,
Dayville, Oregon.

Dear Sir:

Your letter with regard to Notarial Application addressed to Mr. J. M. Devers has been handed to me for a reply. No doubt, you are aware your residence in the county in which you are now working is not sufficient under the regular rules of the executive department, however, exceptions have been made for other employees of this department under circumstances similar to your own. By a special request from this office the Governor will probably waive the six months requirement and grant your commission on grounds of the nature of your work.

As suggested by Mr. Haas of the Notarial Department, probably the best way of handling your application would be to have it filled out in the county of your permanent address. If you can not arrange this, we will be pleased to handle the matter as stated above.

Yours respectfully,

HERBERT NUNN
State Highway Engineer
ET

HVN/DH

November 29, 1919.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

In Re. Federal Aid Project No. 6.

Receipt is acknowledged of your communication of November 21st regarding Oregon Federal Aid Project No. 6.

Under separate cover, and of even date with this communication, you returned the following drawings: 756, 781 and 792.

We are returning four sets of each of these plans, revised as per your suggestions, with the following exceptions:

On Drawing 781 we have not revised the bolts thru the ends of the diagonals. An investigation of this matter will disclose to you the fact that these bolts carry no stress, but are merely for the purpose of preventing slipping during erection. They are not figured to take any load, the bearing load provided being sufficient with out the bolts.

In regard to the splices for the lower chord, the splice detail will develop all of the tension left in the splice stick, and, furthermore, the two unspliced sticks are computed to carry the full stress without any overstress. This represents common practice in Howe Truss Design, it being the usual custom to place no reliance on the stress carrying capacity of the spliced member.

Permit us to call your attention to the fact that both these details on the same drawings were approved by your office under date of June 28.

We trust that the revision which we have made will be entirely satisfactory.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.

By

Bridge Engineer.

CHN:C:VCP

BP#6

November 18, 1919.

Mr. N. W. Bethel,
District Engineer,
Spray, Oregon.

Dear Sir:

We would like to call your attention to the fact that on unit No. 3 of the Service Creek-Valadez Ranch Project, the price for Rubble Masonry is $12.00 per cubic yard, compared to $50.00 per cubic yard for Class "C" Concrete. On Unit No. 4, the price for Rubble Masonry is $12.00 per cubic yard compared to $45.00 per cubic yard for Class "C" Concrete. On account of this difference in price, it would appear to us to be preferable to use the Rubble Masonry in the construction of Culvert Pipe Headwalls, instead of the Class "C" Concrete, which was originally estimated. The use of this Rubble Masonry will not affect the Government cooperation on the Project as any overrun of Rubble Masonry used may be balanced by the underrun on Class "C" Concrete.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JHD-EE

C. C. to H. O. Bennett

C R #6

November 17, 1919.

Mr. R.W. Oakley,
Dayville, Oregon.

Dear Sir:

You will find enclosed a copy of circular letter No. 12, in regard to the latest revisions in the salary of the field employees. The salaries for those positions which are not referred to in this letter are as follows:

| | |
|---|---|
| Resident & Locating Engineers. | $135.00 - $160.00 and expenses |
| Transitmen | $115.00 and expenses |
| Draftsman | $115.00 and expenses. |

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM

Home Office Building

# American Surety Company
## of New York.

Capital $5,000,000.

F. W. Lafrentz, President.


LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

JOHN K. KOLLOCK, ATTORNEY

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN



BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116


PORTLAND, ORE., Nov. 17, 1919

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon

Dear Sir:-

We have for acknowledgment your favor of the 14th inst., with which you sent us a copy of the executed contract for the construction of Unit No. 4, Sarvice Creek-Valades Ranch Section of the John Day River Highway; also copy of executed contract for the construction of the Rowena-The Dalles Section of the Columbia River Highway; both between the State Highway Commission and A. D. Kern, for which we thank you.

We find that we have not received a copy of the contract between the Highway Commission and F. C. Oxman for the grading and macadamizing of Baker-Haines Section of the Old Oregon Trail in Baker County; contract price $96,054.37; nor have we received a copy of that contract between the Commission and A. Guthrie & Company for the Quinton Tunnel, contract price $48,027.18.

If you have a copy of these two contracts available, and will send them to us, we will appreciate it very much.

Very truly yours,

W. A. King

WAK-s

Assistant Manager.

November 14, 1919.

Mr. A. D. Kern,
Ft. of Mill Street,
Portland, Oregon.

Dear Sir:

I am handing you herewith a copy of the executed contract for Unit No. 4 of the Service Creek-Valadez Ranch Section of the John Day River Highway, for your records.

I am also returning a copy of the executed contract for the construction of the Rowena-The Dalles Section of the Columbia River Highway in Wasco County.

Yours truly,

Secretary.

RAX:LM
2 Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

YOUR REPLY PLEASE

REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

PR 6

Engineering Post Roads
Oregon 6

RECEIVED
NOV 11 1919

November 8, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

At the time the Project Statement for Oregon Project No. 6 was under consideration Dr. Hewes then District Engineer, recommended that the bottom land and clay sections of this road be surfaced and that an additional $50,000 be provided to cover this expense.

Thereafter, on Feberuary 6, 1918, the State Highway Commission authorized the setting aside of an additional $25000 on the condition that the Government meet this sum.

On February 9, 1918 you forwarded to us a new preliminary estimate to be incorporated in the project statement which included $55,300 for broken stone macadam. The project statement was then recommended to Washington for approval and duly approved. The macadam surfacing was omitted in the plans and agreement estimates.

A recent inspection report again calls attention to the fact that when completed sections of this road will be impassable during wet weather. In view of the fact that the project was approved as a surfaced road, we assume that surfacing is to follow grading and we would be pleased to know at this time as to your plans for surfacing.

Yours very truly,

O. A. Rhuee

District Engineer.

P.R. #6

November 7, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of the estimate to be used as basis for Project Agreement on Oregon Project No. 6. With the exception of the bridges on Units 2, 3, and 4, this estimate is based on actual contract prices.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 6

GRADING AND BRIDGES ON THE SARVICE CREEK-
VALLEY RANCH SECTION OF THE JOHN DAY RIVER HIGHWAY
IN GRANT AND WHEELER COUNTIES

- - - - o - - - -

Estimate to be used as Basis for Project Agreement

28.25 Miles 16' Roadbed — Estimate October 20, 1919

| Quantity | | Item | Unit Price | Amount | |
|---|---|---|---|---|---|
| **Unit #1, - 13 Miles Grading - Wheeler County** | | | | | |
| 26,790 | Cu. Yds. | Common Excavation | .90 | $24,111.00 | |
| 64,680 | " | Solid Rock " | 2.15 | 139,046.00 | |
| 2,980 | " | Overhaul per 100 ft. | .05 | 145.00 | |
| 3,044 | Lin. Ft. | 12" Culvert Pipe | 2.10 | 6,392.40 | |
| 910 | " | 18" " " | 3.00 | 2,730.00 | |
| 256 | " | 24" C " " | 3.50 | 896.00 | |
| 64 | " | 36" " " | 6.00 | 384.00 | |
| 52 | Cu. Yds. | Class "B" Concrete | 40.00 | 2,080.00 | |
| 278 | " | Rubble Masonry | 10.00 | 2,780.00 | |
| 85 | M-F.B.M. | Lumber and Timber | 65.30 | 5,505.50 | |
| | | Sub-total | | | $183,868.90 |
| **Unit 1, Bridges over 20' Span - Wheeler County** | | | | | |
| 1 | Each | 70' Span, Wood Truss Superstructure | | 3,000.00 | |
| 1 | " | 90' " " " " | | 4,000.00 | |
| 1 | " | 105' " " " " | | 5,800.00 | |
| 71 | Cu. Yds. | Class "B" Concrete | 35.00 | 2,485.00 | |
| 110 | Lin. Ft. | Wood Trestle Approach | 12.00 | 1,320.00 | |
| | | Sub-total | | | $ 14,305.00 |
| **Unit #2 - 12.5 Miles Grading - Wheeler County** | | | | | |
| 40,830 | Cu. Yds. | Common Excavation | .90 | 36,567.00 | |
| 33,340 | " | Solid Rock Excavation | 2.15 | 71,681.00 | |
| 10,900 | " | Overhaul per 100 ft. | .05 | 545.00 | |
| 3,226 | Lin. Ft. | 12" Culvert Pipe | 2.10 | 6,774.60 | |
| 558 | " | 18" " " | 3.00 | 1,674.00 | |
| 516 | " | 24" " " | 4.00 | 2,064.00 | |
| 32 | " | 36" " " | 6.00 | 192.00 | |
| 83 | Cu. Yds. | Class "B" Concrete | 50.00 | 1,150.00 | |
| 346 | " | Rubble Masonry | 12.00 | 4152.00 | |
| 65 | " | Rip Rap | 5.00 | 325.00 | |
| 18.1 | M-F.B.M. | Lumber and Timber | 100.00 | 1,810.00 | |
| | | Sub-total | | | $126,934.60 |
| **Unit #2 - Bridges over 20' Span - Wheeler County** | | | | | |
| 9 | Cu. Yds. | Class "B" Concrete | 35.00 | 315.00 | |
| 1 | Only | 70' Span, Wood Truss Superstructure | | 3,500.00 | |
| | | Sub-total | | | 3,815.00 |
| **Unit #3 & 12.0 Miles Grading - Grant County** | | | | | |
| All Required | | Clearing and Grubbing | | 500.00 | |
| 42,947 | Cu. Yds. | Common Excavation | .85 | 35,739.95 | |
| 45,112 | " | Intermediate Excavation | .95 | 40,956.40 | |
| 6,394 | " | Solid Rock Excavation | 2.50 | 15,985.00 | |
| 2,960 | " | Overhaul per 100 ft. | .05 | 148.00 | |
| 1,901 | Lin. Ft. | 12" Culvert Pipe | 2.25 | 4,277.25 | |
| 536 | " | 18" " " | 3.00 | 1,608.00 | |
| 194 | " | 18" " " | 3.50 | 679.00 | |
| 28 | " | 24" " " | 7.50 | 210.00 | |
| 500 | " | 6" Porous Drain Tile | .50 | 250.00 | |
| 20 | Cu. Yds. | Class "B" Concrete | 50.00 | 1,000.00 | |
| 77.1 | " | Class "C" Concrete | 50.00 | 3,855.00 | |
| 719 | " | Rubble Masonry | 12.00 | 8,628.00 | |
| 17 | M-F.B.M. | Lumber and Timber | 100.00 | 1,700.00 | |
| | | Sub-total | | | $115,538.60 |

| | | | | | |
|---|---|---|---|---|---|
| 1 | Only | 70' Span, Wood Truss [illegible] | | | $ 3,815.00 |
| | | Sub-total | | | |

Unit #3 @ 12.0 Miles Grading - Grant County

| | | | | | |
|---|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | 500.00 | |
| 42,047 | Cu. Yds. | Common Excavation | .85 | 35,739.95 | |
| 43,112 | " | Intermediate Excavation | .95 | 40,956.40 | |
| 6,304 | " | Solid Rock Excavation | 2.50 | 15,985.00 | |
| 8,280 | " | Overhaul per 100 ft. | .05 | 148.00 | |
| 1,901 | Lin. Ft. | 12" Culvert Pipe | 2.25 | 4,277.25 | |
| 286 | " | 15" " " | 3.00 | 1,608.00 | |
| 194 | " | 18" " " | 3.50 | 679.00 | |
| 98 | " | 24" " " | 7.50 | 210.00 | |
| 500 | " | 6" Porous Drain Tile | .50 | 250.00 | |
| 20 | Cu. Yds. | Class "B" Concrete | 50.00 | 1,000.00 | |
| 77.1 | " | Class "C" Concrete | 50.00 | 3,855.00 | |
| 719 | " | Rubble Masonry | 12.60 | 8,639.00 | |
| 17 | M-F.B.M. | Lumber and Timber | 100.00 | 1,700.00 | |
| | | Sub-total | | | $115,536.60 |

Unit #3 - Bridges over 20' Span - Grant County

| | | | | | |
|---|---|---|---|---|---|
| 54 | M-F.B.M. | Lumber and Timber | 80.00 | 2,720.00 | |
| 200 | Cu. Yds. | Class "B" Concrete | 55.00 | 7,000.00 | |
| 4 | Each | 40' Span, Wood Span Superstructures | 1,500.00 | 6,000.00 | |
| 1 | " | 146' " " " | | 8,500.00 | |
| | | Sub-total | | | $ 24,220.00 |

Unit #4 - 11.75 Miles Grading - Grant County

| | | | | | |
|---|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | 500.00 | |
| 31,302 | Cu. Yds. | Common Excavation | 1.00 | 31,302.00 | |
| 41,987 | " | Intermediate Excavation | 1.00 | 41,987.00 | |
| 29,836 | " | Solid Rock Excavation | 1.90 | 56,688.40 | |
| 14,780 | " | Overhaul per 100 ft. | .05 | 739.00 | |
| 1,700 | Lin. Ft. | 12" Culvert Pipe | 2.50 | 4,250.00 | |
| 498 | " | 15" " " | 2.82 | 1,404.36 | |
| 190 | " | 18" " " | 3.25 | 617.50 | |
| 710 | " | 6" Porous Drain Tile | .40 | 284.00 | |
| 40 | Cu. Yds. | Class "B" Concrete | 50.00 | 2,000.00 | |
| 72.2 | " | Class "C" Concrete | 45.00 | 3,249.00 | |
| 695 | " | Rubble Masonry | 12.00 | 8,340.00 | |
| 40 | M-F.B.M. | Lumber and Timber | 80.00 | 3,200.00 | |
| | | Sub-total | | | $154,561.26 |

Unit #4, Bridges over 20' Span - Grant County

| | | | | | |
|---|---|---|---|---|---|
| 1 | Each | 108' Span, Wood Truss Superstructure | | 5,500.00 | |
| 120 | Cu. Yds. | Class "[illegible]" Concrete | 35.00 | 4,200.00 | |
| 300 | M-FTB.M. | Lumber and Timber | 80.00 | 24,000.00 | |
| 2 | Each | 40' Span, Wood Truss Superstructures | 1,500.00 | 3,000.00 | |
| | | Sub-total | | | $ 36,700.00 |
| | | Construction Total for Entire Project | | | $661,942.36 |
| | | Plus 10% Eng. & Cont. | | | 66,194.24 |
| | | Grand Total for Entire Project | | | $728,136.60 |

Length of Project 49.25 Miles
Cost per Mile for Grading $11,794.97
Cost per Mile including Bridges over 20' Span $14,784.47

| | |
|---|---|
| State Funds Available | $379,068.30 |
| County " " | $ 86,800.00 |
| Federal Aid Requested | $364,068.30 |
| | 728,136.60 |

Signed

State Highway Engineer

#16

D.F.

November 6, 1919.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir;

In reply to your letter of November 3d, with reference to detail map for unit No. 4 of the Service Creek-Valadez Ranch Section, we have to advise that the detail map for units 3 and 4 of this section have never been in this office, the tracings for the Federal Aid plans having been made either in the field or in the Pendleton office.

Very truly yours,

HERBERT KUNN,
State Highway Engineer.

By

Office Engineer.

[redacted]

C. O. to H. V. Oakley

C.F. #6

November 6, 1919.

Mr. G. H. Purcell, Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Relative to your communication of recent date regarding bridges on Federal Aid Project No. 6, Units 3 and 4, beg to advise that we have mailed you under separate cover, four sets of prints for these bridges which have been corrected in accordance with suggestions from your office.

You make no mention of Unit No. 2. Will you kindly advise if you have the necessary number of revised prints for this Unit also.

Very truly yours,

HERBERT NUNN,

State Highway Engineer.

By

C.H.McC:VGW Bridge Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 6

RECEIVED
OCT 31 1919

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 30, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Reference is made to Oregon Federal Aid project No. 6. We are in receipt of bid tabulations for Units 2, 3 and 4.

Inasmuch as the entire project, with the exception of bridges on Sections B, C and D, is now under contract it would simplify transactions and records to enter into one Project Agreement covering the whole project.

In order to accomplish the above suggestion it will be necessary for you to submit a revised estimate covering the entire project. Contract prices may be used. Each section should have a separate heading and should be arranged like the approved estimate for Section A. One 10% item only, should be set up for the whole project. The bridges for which contracts have not been awarded should appear under their respective sections. It is probable that the cost thereof can now be estimated so closely that a revision will not be necessary.

Your attention is directed to the fact that bridge plans for the Grant County Unit have not been approved by this office and that our Washington office will not act upon the P. S. & E. until satisfactory bridge plans have been received. On August 8th we wrote you requesting 4 complete sets of bridge drawings for this unit. It seems that ample time has elapsed since then for the

preparation of these drawings.

Your prompt attention to this matter will be appreciated.

Yours very truly,

District Engineer.

October 22, 1919.

James F. Clarkson & Company,
608 Yeon Building,
Portland, Oregon.

Gentlemen:

I am sending you herewith four copies of the contract for the construction of Unit No. 2 and also four copies of the contract for Unit No. 3 of the Smyrna Creek to Valadez Ranch Section of the John Day Highway.

Please execute all four copies of each of these contracts and bonds and return to this office for the signatures of the members of the Highway Commission.

Yours truly,

Secretary.

RAK:LM

B.R. #6

October 11, 1919.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

I am in receipt of your letter of October 9, regarding Post Road Project No. 6, and will say that Mr. Bethel, one of the oldest and most competent engineers on grading construction in Oregon, has been employed as District Engineer and we feel that his work will be thoroughly satisfactory.

Respectfully,

State Highway Engineer.

HH:Hl

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

451 - Oregon 6

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 9, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In recommending Sec. A, Oregon No. 6 for approval our Acting Chief Engineer makes the following comment:

> "On account of the rugged nature of the country it is impossible for us to tell without having cross sections, etc., whether the best possible grades and alignment have been obtained. In general the plans are satisfactory for approval. As this is an important project and involves some unusually difficult features, we wish to call your attention to the advisability of having the State place an experienced engineer in charge of the work who will be able to make such adjustment during construction as may be required to obtain the best results."

We trust that you will give this matter proper attention.

Yours very truly,

C. H. Purcell

DISTRICT ENGINEER

D.R.H.

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

451 - Oregon 6

October 7, 1919.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

On September 29th Chief Engineer recommended to the Chief of Bureau approval of Plans, Specification and Estimate covering section A of Oregon Federal Aid project No. 6; a copy of the agreement estimate is enclosed herewith.

Yours very truly,

C. H. Purcell

District Engineer.

Noted June

RECEIVED
OCT 8 1919
State Highway

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT # 8. SEC. A

RECEIVED OCT 8 1919

FOR GRADING AND BRIDGES ON UNIT #1 OF THE SARVICE CREEK-VALAIRS RANCH SECTION OF THE JOHN DAY RIVER HIGHWAY IN GRANT AND WHEELER COUNTIES.

- - - - - - - - - - -

Detailed Estimate as Basis for Project Agreement — 6a in Wheeler County.

18' Earth Roadbed - - 13 Miles Sta. 0+00 to Sta. 688+77.6 Revised Estimate of Sept. 5, 1919.

| Item No. | Quantity | Unit | Item | Unit Price | Amount |
|---|---|---|---|---|---|
| | | | **Grading Section "A"** | | |
| 2 | 26,790 | Cu. Yds. | Common Excavation | $ .90 | $24,111.00 |
| 4 | 64,440 | " | Solid Rock " | 2.15 | 138,546.00 |
| 5 | 2,900 | " | Overhaul per 100 ft. | .05 | 145.00 |
| 6a or 8a | 3,044 | Lin. Ft. | 12" Culvert Pipe | 2.10 | 6,392.40 |
| 7a or 8b | 910 | " | 18" " " | 3.00 | 2,730.00 |
| 7b or 8c | 256 | " | 24" " " | 3.50 | 896.00 |
| 7c or 8d | 64 | " | 36" " " | 6.00 | 384.00 |
| 12 | 52 | Cu. Yds. | Class "B" Concrete | 40.00 | 2,080.00 |
| 17 | 278 | " | Rubble Masonry | 10.00 | 2,780.00 |
| 21 | 85 | M-F.B.M | Lumber & Timber in Place | 68.30 | 5,805.50 |
| | | | Sub-total Grading Sec. "A" | | $183,869.90 |
| | | | **Bridges Section "A"** | | |
| 1 Only | Each | | 70' Wood Trusd Span, Superstructure | $3,000100 | 3,000.00 |
| 1 Only | " | | 90' " " " " | 4,000.00 | 4,000.00 |
| 1 " | " | | 108' " " " " | 5,500.00 | 5,500.00 |
| 71 | Cu. Yds. | | Class "B" Concrete | 35.00 | 2,485.00 |
| 110 | Lin. Ft. | | Wood Trestle Approach | 12.00 | 1,320.00 |
| | | | Sub-total Bridges Sec. "A" | | $ 16,305.00 |
| | | | Sub-total Grading & Bridges | | $200,174.90 |
| | | | 10% Eng. & Cont. | | 20,017.49 |
| | | | Grand Total | | $ 220,192.39 |

Length in Miles 13
Cost per Mile including Bridges $16,937.86
County Funds Available 18,000.00
State " " 92,096.20
Federal Aid Requested 110,096.19

Approved, 19 Y 34

Robert Hunt
STATE HIGHWAY ENGINEER

EXAMINED AND RECOMMENDED FOR APPROVAL S.D.H.
DATE 9-29-19

-PR#6

September 20, 1919.

Mr. C.H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith, a copy of a Supplementary Agreement with Copenhagen Bros., ~~and~~ covering the construction of certain wood trestles on unit No. 1, of the Service Creek-Valadez Ranch Project, Federal Aid Project No. 6a. These are the trestles referred to in our letter to you under date of August 22d. The quantities and unit prices covering this Supplementary Agreement are the same as those used in our estimate submitted on September 5th to be used as a basis for the Project Agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HHP-MH

FORM 4 10M-8-19

S. [illegible]SON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

PR6

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
SEP 8 - 1919
STATE HIGHWAY ENGINEER

Pendleton, Ore., Sept. 5, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Klein.

Subject: Wheeler & Grant County appropriations.

Dear Sir:

Upon reviewing some of my old notations regarding agreements with counties and appropriations made by counties, I find a notation showing that Wheeler and Grant Counties each agreed to add $25,000 to their appropriations for the Sarvice Creek-Valades post road section of the John Day Highway.

I write to call this to your attention as it may have been overlooked. Our post road records now show that Wheeler County's appropriation is $36,000, and that of Grant County $50,000, making a total of $86,000. I remember now the conversation at the time the additional appropriations were agreed upon. I am not positive that the additions were made but believe the matter came up in discussing a plan to surface portions of this road.

If these resolutions were drawn by the Counties they were forwarded to your office as we do not keep copies of same. I offer this as a suggestion since if the appropriations were made for surfacing and that work is not to be carried out, the counties are losing the use of this money. The present plans, as you know, do not include surfacing of any of this road.

Very respectfully,

Marshall O. Bennett

NOB/B

Division Engineer.

B.R#6

VB

**COPENHAGEN BROTHERS**

GENERAL CONTRACTORS

205 HENRY BUILDING
PORTLAND, OREGON

Sept. 5, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Answering your letter of the 3rd inst. re - supplementary agreement to our Sarvice Creek-Valades project, on Unit No. 1, beg to advise that you did not include verbal understanding that Bank Run Gravel was to be used for concrete material, nor that the price of iron added to the $65.00 bid on timber was based on the Engineers estimate of thirty pounds of iron per thousand of timber at our price of 11¢ per pound, making $3.30.

We are taking it for granted that these omissions are oversights, and are returning executed agreement with the understanding that they be understood to be included.

Yours very truly,

COPENHAGEN BROTHERS CO

By _____

ANSWERED
S. H. Probert

F

P.R.#6

September 5, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of Detailed Estimate as basis for Project Agreement on Unit #1 of the Service Creek-Valadez Ranch Section, Oregon Post Road Project # 6. This is being sent in correction of an error which we discovered in the copies sent you a few days ago.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

For Office Engineer.

JWD-HW
5 Enc.

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT # 6.

FOR GRADING AND BRIDGES ON UNIT #1 OF THE SARVICE CREEK-VALADES RANCH SECTION OF THE JOHN DAY RIVER HIGHWAY IN GRANT AND WHEELER COUNTIES.

- - - - - - - - - - -

Detailed Estimate as Basis for Project Agreement -- 6a in Wheeler County.

18ft. Earth Roadbed - - 13 Miles — 1919. Revised Estimate of Sept. 8,/

| Item No. | Quantity | Unit | Item | Unit Price | Amount |
|---|---|---|---|---|---|
| | | | **Grading Section "A"** | | |
| 2 | 26,790 | Cu. Yds. | Common Excavation | $ .90 | $24,111.00 |
| 4 | 64,440 | " | Solid Rock " | 2.15 | 138,546.00 |
| 5 | 2,900 | " | Overhaul per 100 ft. | .05 | 145.00 |
| 6a or 8a | 3,044 | Lin. Ft. | 12" Culvert Pipe | 2.10 | 6,392.40 |
| 7a or 8b | 910 | " | 18" " " | 3.00 | 2,730.00 |
| 7b or 8c | 256 | " | 24" " " | 3.50 | 896.00 |
| 7c or 8d | 64 | " | 36" " " | 6.00 | 384.00 |
| 12 | 52 | Cu. Yds. | Class "B" Concrete | 40.00 | 2,080.00 |
| 17 | 278 | " | Rubble Masonry | 10.00 | 2,780.00 |
| 21 | 85 | M-F.B.M. | Lumber & Timber in Place | 68.30 | 5,805.50 |
| | | | Sub-total Grading Sec. "A" | | $183,869.90 |
| | | | **Bridges Section "A"** | | |
| 1 Only | | Each 70' | Wood Truss Span, Superstructure | 3000.00 | 3,000.00 |
| 1 " | | " 90' " " " " | | 4000.00 | 4,000.00 |
| 1 " | | " 108' " " " " | | 5500.00 | 5,500.00 |
| 71 | | Cu. Yds. | Class "B" Concrete | 35.00 | 2,485.00 |
| 110 | | Lin. Ft. | Wood Trestle Approach | 12.00 | 1,320.00 |
| | | | Sub-total Bridges Sec. "A" | | $ 16,305.00 |
| | | | Sub-total Grading & Bridges | | $ 200,174.90 |
| | | | 10% Eng. & Cont. | | 20,017.49 |
| | | | Grand Total | | $ 220,192.39 |

Length in Miles 13
Cost per Mile including Bridges $16,937.88
County Funds Available 18,000.00
State Funds Available 92,096.20
Federal Aid Requested 110,096.19

Herbert Nunn

STATE HIGHWAY ENGINEER.

P.W.E.

September 3, 1919.

Copenhagen Brothers,
Masury Bldg.,
Portland, Oregon.

Gentlemen:

Herewith, we are enclosing five copies of supplementary agreement to your grading contract on unit No. 1 of the Service Creek-Valadez Ranch Project in Wheeler County. The unit prices which we have used are in accordance with the verbal agreement with Mr. Clarkson made in this office on the 2nd instant.

Kindly return four signed copies to us. The fifth copy is for your file.

Yours very truly,

HERBERT NUNN,

State Highway Engineer.

By

For Office Engineer.

JWD-EM
5 enc.

AGREEMENT SUPPLEMENTARY TO CONTRACT NO. 172

- - - - - - - - - - - - - - - - - -

To the Oregon State Highway Commission,
Salem, Oregon.

We, Copenhagen Bros., hereby agree to construct in connection with our contract for the grading of Unit No. 1 of the Service Creek-Valadez Ranch Project in Wheeler County, and in accordance with the specifications therefor and with the plans to be furnished by the State Highway Department, the following listed wood trestles and short span bridges, all subject to elimination or change in number and length of Span in accordance with the instructions of the Engineer:-

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | Standard | 23' | Span | at | Station | 156 | plus | 40 |
| 1 | " | 23' | " | " | " | 186 | " | 65 |
| 3 | " | 23' | " | " | " | 329 | " | 90 |
| 3 | " | 23' | " | " | " | 338 | " | 80 |
| 1 | " | 23' | " | " | " | 351 | " | 30 |
| 3 | " | 19' | " | " | " | 363 | " | 30 |
| 1 | " | 23' | " | " | " | 503 | " | 18 |
| 1 | " | 23' | " | " | " | 568 | " | 60 |
| 1 | " | 23' | " | " | " | 669 | " | 12 |

In payment for the construction complete of these trestles and short spans, we agree to accept the following unit prices:

| | | | | |
|---|---|---|---|---|
| 52 Cu. Yds. | Class "B" Concrete | @ $40.00 | | $2,080.00 |
| 85 M.F.B.M. | Lumber & Timber | @ 68.30 | | 5,805.50 |
| | | | | $7,885.50 |

Portland, Oregon

Date_____

Signed

Copenhagen Bros.

By_____

Approved, _____1919

_____
STATE HIGHWAY ENGINEER.

#6

September 3, 1919.

Mr. O.H. Purcell,
Acting District Engineer.
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of Revised Estimate as basis for Project Agreement on Oregon Post Road Project No. 6, Section 1 of the Service Creek-Valadez Ranch Project.

The prices given herein are based on the contract prices in accordance with your letter of recent date.

The items of 52 yards of Class "B" Concrete and 85 M.F.B.M. lumber and timber in place, do not appear in the contract, but we are entering into a supplementary agreement with the Contractors, Copenhagen Brothers, for this work, and a copy of the agreement will be sent you in the near future.

Very truly yours,

[redacted] KUHN,
State Highway Engineer,

By

For Office Engineer.

JWD-HM
5 enc.

Aug. 30, 1919.

Messrs. Copenhagen Bros.,
608 Yeon Bldg.,
Portland, Ore.

Subject: Final estimate Summit Section, Wheeler County.

Gentlemen:

I am in receipt of a copy of your letter dated Agust 26th to Mr. Munn stating you had completed contract No. 93, Service Creek Summit Section of the John Day Highway, in Wheeler County, and wish an early final estimate. Please be advised that we will give this our earliest attention and as soon as we can check up quantities will forward same to the Salem office.

Very respectfully,

Wendle O. Barrett

Division Engineer.

MOB/B

cc Munn.

RECEIVED
SEP 2 - 1919
STATE HIGHWAY ENGINEER

August 27, 1919.

Mr. C. H. Purcell, Acting Dist. Engr.,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

Replying to your letter of August 26, the contracts for the bridges on Unit No. 1 of Federal Aid Project No. 6, were awarded to Jas. F. Clarkson, Portland, Oregon, for the sum of $17,885.00. This does not include a considerable item for small trestles which will be paid for on the basis of lumber in place and concrete in place.

Our representative is in Eastern Oregon now checking up the exact amounts and as soon as he returns, we will mail you advice as to the amount of this material and unit prices.

As advised in our former communication, there may be a readjustment of span lengths on the smaller trestle openings which will affect the total quantities somewhat.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.

By

CHMcC:VGF

Bridge Engineer.

C. #6

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Postoffice Building
PORTLAND, OREGON.

August 23, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.....
461-Ore.F.A.#6

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Reference is made to your letter of August 22nd relative to Post Road project No. 6.

We enclose herewith copy of estimate on Section A (Station 0 to 688+77.6), which we had prepared as a basis for a Project Agreement.

Kindly revise same to conform to the modifications noted in your letter and send us five copies of the revised estimate.

We are recommending to our Washington office that at this time a separate Project Agreement be drawn covering only Section A as we believe it inadvisable to attempt to submit now a detailed estimate for the entire project.

Yours very truly,

C. H. Purcell

Acting District Engineer.

Enclosure:
copy of estimate

Statement of B-j. + Ending Clearly

COPY OF DETAIL ESTIMATE UPON WHICH PROJECT AGREEMENT IS TO BE BASED

For

Oregon Federal Aid Project No. 6. Rev. Est. 7/30/19.

Section A in Wheeler County 18 ft. earth roadbed 13 miles.
0+00 To 688+27.6

| Item No. | Quantity | Unit | Item | Unit Price | Amount | Total |
|---|---|---|---|---|---|---|
| 2 | 26,790 | Cu.Yd. | Common Excavation | $ .90 | $24,111.00 | $ |
| 4 | 64,440 | " | Solid Rock " | 2.15 | 138,546.00 | |
| 5 | 2,900 | " | Overhaul per 100 ft. | .05 | 145.00 | |
| 6a or 8a | 3,044 | Lin.Ft | 12" Culvert pipe | 2.10 | 6,392.40 | |
| 7a or 8b | 910 | " | 18" " " | 3.00 | 2,730.00 | |
| 7b or 8c | 256 | " | 24" " " | 3.50 | 896.00 | |
| 7c or 8d | 64 | " | 36" " " | 6.00 | 384.00 | |
| 17 | 278 | Cu.Yds | Rubble Masonry | 10.00 | 2,780.00 | |
| | | | Subtotal for Section A Grading | | | $175,984.40 |

Make prices same as Contract

Section A Bridges.

| | | | | | |
|---|---|---|---|---|---|
| 1 only | 1 | 70' Wood Truss Span Superstructure | 2500.00 | 2,500.00 | |
| 1 only | 1 | 90' " " " | 4000.00 | 4,000.00 | |
| 1 only | 1 | 108' " " " | 6000.00 | 6,000.00 | |
| 21.4 | M-FBM | Lumber and timber in pl | 55.00 | 1,177.00 | |
| 71 | Cu.Yds | Class "B" concrete | 40.00 | 2,840.00 | |
| | | Subtotal Section A Bridges | | | 16,517.00 |

ing work.

In order to take care of the construction of these trestles and short spans on a unit price basis without readjusting the contracts for the entire job, we desire to enter into a supplementary agreement covering these items. We have accordingly drawn up such an agreement and have enclosed three copies. We would request that you sign and return to us two copies of this agreement.

As a basis for this agreement, we have taken the unit prices as bid in your proposal for this work, assuming that the construction of these structures was contemplated by you in the submission of your proposal, you having undoubtedly noted that their construction was called for upon the plans. If, however, you consider that your bid prices are no longer adequate, due to the fact that the larger structures were not awarded to you, we will not expect you to accept the construction of the smaller structures at the bid prices, but will require their construction as "Extra Work" under the terms of your contract. We offer this supplementary agreement as an alternative to avoid force account work, which as you know, is

August 22, 1919.

Copenhagen Brothers,
204 Henery Building,
Portland, Oregon.

Gentlemen:

Through an error in summarizing the bid quantities for Unit No. 1 of the Service Creek-Valsics Ranch Project, 350 lin. ft. of timber trestle involving approximately 75 F. B. M. of lumber and timber and 50 cu. yds. of Class "B" Concrete, were omitted from the quantities upon which bids were received and, consequently, from the quantities in your contract. It is our practice to include all wood trestles and short span structures under grading contracts, unless such structures are approaches to larger structures, in which case, they, of course would be included under the contract for the larger structure, our purpose in doing this being to prevent as far as possible, interference between grading and bridge contractors, allowing the grading contractor to put in the stream crossings when it is most desirable in connection with his grading work.

In order to take care of the construction of these trestles and short spans on a unit price basis without readvertising the contracts for the entire job, we desire to enter into a supplementary agreement covering these items. We have accordingly drawn up such an agreement and have enclosed three copies. We would request that you sign and return to us two copies of this agreement.

As a basis for this agreement, we have taken the unit prices as bid in your proposal for this work, assuming that the construction of these structures was contemplated by you in the submission of your proposal, you having undoubtedly noted that their construction was called for upon the plans. If, however, you consider that your bid prices are no longer adequate, due to the fact that the larger structures were not awarded to you, we will not expect you to accept the construction of the smaller structures at the bid prices, but will require their construction as "Extra Work" under the terms of your contract. We offer this supplementary agreement as an alternative to avoid force account work, which as you know, is

more or less unsatisfactory both to contractors and to ourselves.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

EKP-MH
1 enc.

AGREEMENT SUPPLEMENTARY TO CONTRACT NO. 172

- - - - - - - - - - - - - - - - -

To the Oregon State Highway Commission
Salem, Oregon.

We, Copenhagen Bros., hereby agree to construct in connectio with our contract for the grading of Unit No. 1 of the Sarvice Creek-Valades Ranch Project in Wheeler County, and in accordance with the specifications therefor and with the plans to be furnished by the State Highway Department, the following listed wood trestles and short span bridges, all subject to elimination or change in number and length of Span in accordance with the instructions of the Engineer:-

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | Standard | 23' | Span | at | Station | 156 | plus | 40 |
| 1 | " | 23' | " | " | " | 186 | " | 65 |
| 3 | " | 23' | " | " | " | 329 | " | 00 |
| 3 | " | 23' | " | " | " | 329 | " | 50 |
| 1 | " | 23' | " | " | " | 351 | " | 30 |
| 5 | " | 19' | " | " | " | 363 | " | 30 |
| 1 | " | 25' | " | " | " | 503 | " | 18 |
| 1 | " | 23' | " | " | " | 568 | " | 60 |
| 1 | " | 23' | " | " | " | 569 | " | 12 |

In payment for the construction complete of these trestles and short spans, we agree to accept the following unit prices:

For Lumber and Timber, Fifty Dollars ($50.00) per M-F.B.M.
For Class "B" Concrete, Thirty Dollars ($30.00 per Cu. Yd.

Portland, Oregon

Date_____

Signed

Copenhagen Bros.

By_____

August 22, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you under separate cover, blue prints of tabulation of bids received on wood span bridges to be constructed on Unit No. 1 of the Service Creek-Valadez Ranch Project in Wheeler County, Oregon Federal Aid Post Road Project No. 6, the construction of these bridges being carried under subdivision No. 6B.

In calling for bids on these projects, our Bridge Department used lineal feet as a unit for measurement of Wood Trestle Approach, wherever the quantities on our Project Agreement estimates are shown as M-F.B.M. It is our understanding that Government vouchers will have to be drawn on the same basis as that upon which the Project Agreement Estimate is made up, and but Wood Trestle Approach contract upon the lineal foot basis could in this case, only be paid for under the item "Contingencies". We would appreciate your suggestion as to how this matter can be corrected.

In checking over our plans for Unit No.1 of this Project, we find that we have omitted from the quantity summary all wood trestle not included in the approaches to long span bridges. This wood trestle omitted totals 348 lineal feet and involves approximately 76 M-F.B.M of lumber and timber, and 50 cu. yds. of class "B" concrete. This would affect the estimate for this unit in the amount of approximately $5,300. Will it be possible at this time to submit new estimates, including these items? All of these wood trestles are clearly shown upon the detailed plans for this Project.

Inasmuch as the wood trestles above referred to have been included in neither the grading nor the bridge contracts as awarded on this unit, we contemplate entering into a supplementary agreement with the grading contractors for their construction, basing this supplementary agreement on the prices bid in their original proposal by the grading contractor on lumber and timber and class "B" Concrete.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.

SHP-AJ

By

Office Engineer.

PKF6

August 18, 1918.

Mr. C. H. Purcell, Acting Dist. Engr.,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 8th requesting a set of drawings for the Grant County Unit of Oregon Federal Aid Project No. 6.

In this regard we are just in receipt of advice from our Division Engineer to the effect that it may be possible to revise the water way area provided by these bridges so that the spans can be somewhat decreased.

Investigation will be made of this matter and plans revised if investigation seems to warrant such procedure. We will mail you revised plans as soon as we have made this investigation.

Very truly yours,
HERBERT HUNT,
State Highway Engineer.

By

Bridge Engineer.

CHbC:VGF

August 12, 1919.

Copenhagen Bros.,
608 Yeon Building.
Portland, Oregon.

Gentlemen:

I am handing you herewith copy of the executed contract for the construction of Unit No. 1, Service Creek to Valades Ranch Section of the John Day Highway in Wheeler County.

I am sending under separate cover a copy of the contract to the Fidelity and Deposit Company of Maryland, the bonding company furnishing bond for this work.

Yours truly,

Secretary.

RAK:LM

August 1, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with your letter of the 23d ult., regarding file 481-Oregon 6, we are herewith enclosing five copies of the revised Estimate, as Basis for Project Agreement on Sections A, B, C, D and E. While we are estimating these sections separately, in accordance with your instructions, it is our desire to voucher this project as a whole, and you will note that we are sending you a summary sheet showing the totals for the estimates on the different sections. We are under the impression that the payments will be prepared separately, but simply a lump sum of Federal Aid allowed to cover the entire project. and that overruns on one section may be balanced by underruns on another section. To be more explicit, we assume that if one section is contracted for less than the amount of the estimate on that section, the Federal Aid applying thereto will not be decreased, but that any amount of overrun may be balanced by some other section which might be contracted for more than the estimate, always understanding, or course, that the Government Cooperation on the entire project will not be more than the amount we have requested or in excess of 50% of the construction based on the agreement estimate quantities. In case we are in error regarding this, kindly advise.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JTD-181

B.R.#6 0

...ON ALL BILLS NOT PAID AT MATURITY
READ IMPO...ANT NOTICE ON REVERSE SIDE

No. 31179

# E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED

DU PONT

SE-4 SEATTLE, WASH. July 28, 1919.

TERMS 30 DAYS N 2%-10-Da

SOLD TO Copenhagen Brothers Company.
ADDRESS Henry Bldg., Portland, Oregon.
SHIPPED TO Same.
DESTINATIO Condon, Gillian Co. Ore.
CUSTOMERS ORDER #GO-5-CB B O A1629 M.O.
LOC. WOR Fossil, Oregon.
VIA
SHIPT. FROM & DAT Haskell Magazine 7/23/19
CAR INT. & CON-SE-4 Willman

| | | | |
|---|---|---|---|
| 15,000 | Double Tape Fuse | @10.05-15% | 128.14 |
| 5,000 | #6 California Caps | @19.60-15% | 83.30 |
| 500-50 ft. | DuPont #6 Elect. Blast. Caps | @12.35-10% | 55.56 |
| 500-16 ft. | DuPont #6 Elect. Blast. Caps | @16.40-10% | 73.80 |
| | | | 340.82 |

FOB Portland, Oregon

ALL QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

# E. I. DU PONT DE NEMOURS & COMPANY

SEATTLE, WASHINGTON.

DU PONT
ESTABLISHED 1802

July 30, 1919.

SE-31-M

State of Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

Copenhagen Brothers Co.,
Condon, Ore.

Following our usual custom when supplying contractors with explosives to be used on State Highway Work are enclosing herein copy of our invoice of July 28th amounting to $340.82.

These explosives are to be used on the Highway work designated as Unit #1 of Sarvice Creek, Valades Ranch Section of the John Day Highway in Wheeler County.

Please place same on file and acknowledge receipt of this communication.

We would also thank you to advise us the name of the Bonding Company who have supplied this contractor's bond on this work.

Yours very truly,

E. I. du Pont de Nemours & Co.,

By F. A. Flagler

FAF:B

Encl.

SEE BACK OF THIS LETTER FOR LIST OF OUR MANY PRODUCTS-ALL OF DU PONT QUALITY.

July 26, 1919

Copenhagen Bros.,
206 Henry Bldg.,
Portland, Oregon.

Gentlemen:

This is to acknowledge your letter of the 24th, giving information as to the manner in which work on your contract for road construction for the State Highway Department is done by station men. I note that you state that you have only verbal agreements with the station men, whereby the men work on a basis of piece work instead of by the day.

In my judgment this would not be considered a sub-letting of your contract and therefore does not require the consent of the State Highway Engineer or of the State Highway Commission.

Yours very truly.

JMD-b

Assistant to the Attorney General.

ENHAGEN BROTHERS
GENERAL CONTRACTORS
205 HENRY BUILDING
PORTLAND, OREGON

July 25th 1919

LEGAL DEPARTMENT
JUL 26 1919
RECEIVED

State of Oregon
Legal Department

Gentlemen;

Referring to your letter July 24th regarding station men will say that in most cases we only make a verbal agreement whereby the men work by piece work basis instead of day work. In all cases we guarantee them the prevailing rate of pay.

We do not believe that this is sub-letting of our contract but are asking for this imformation so we may comply with the terms of our contract.

Copenhagen Bros. Co.
By Henry Copenhagen

B.R. #6

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

July 25, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
451 - Oregon 6

State Highway Commission,

Salem, Oregon.

RECEIVED
JUL 1919

Gentlemen:

Replying to your letter of July 23, relative to Post Road No. 6, you are at liberty to increase unit prices in your revised estimate to figures which further study of conditions indicate are more reasonable, and if they are such as can be approved by this office, Federal Aid will be recommended in a correspondingly increased amount.

Referring to General Memorandum No. 11, we regret that we have no extra copy of this on file to send you. We will, however, see that you are furnished a copy shortly. Since this Memorandum refers chiefly to vouchers, its lack at the moment is not important.

Very truly yours,

C. H. Purcell

Acting District Engineer.

BPA 6

July 24, 1919

Copenhagen Bros. Co.,
206 Henry Bldg.,
Portland, Oregon.

Gentlemen:

Your letter of the 23rd, addressed to the State Highway Engineer, has been handed to me for reply.

Your letter does not give sufficient information from which I can determine whether or not your plan would be considered a subletting of your contract. I am going to ask, therefore, that you give me information as to the nature of your transaction with the men or gangs which assume the responsibility for the construction of the various stations.

If you have a written contract with these station men or gangs, a copy of it will possibly furnish the most satisfactory information. It may be that your plan does not bring you within what would be termed a subletting of your contract.

As soon as I get this information, I will write you again.

Yours very truly,

Assistant to the Attorney General.

J.D-b

COPENHAGEN BROTHERS
GENERAL CONTRACTORS
205 HENRY BUILDING
PORTLAND, OREGON

July 23 1919

State Highway Engineer

Salem Oregon.

Gentlemen;

We intend to let all the work on Unit #1 of the Sarvice Creek -Valades Ranch Section of The John Day Highway to Station men. we will probably have ten or twelve gangs.

Do this class of men come under the head of Sub-contractor and is it nessecary for us to get your permission to do this work this way.

If so we ask you at this time to grant us permission to do this work with station men.

Copenhagen Brothers Co
By Henry Copenhagen Pres

July 25, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Referring to your letter of the 18th inst., regarding Oregon Post Road Project No. 6, we note that you suggest making up detailed estimate, itemizing the different sections, and stateing that this estimate will supercede the one previously sent in.

Will you please advise whether it will be necessary for us to use the same unit prices in this revised estimate or whether we may increase these prices, with a view to securing a greater amount of Federal Aid on the Project. From present indications, it would appear that our previous estimates were too low, and we believe we will be unable to contruct the work on different sections for the amounts which were shown.

We regret to advise that we are unable to locate General Memorandum #11, which you refer to. We would appreciate having you send us this special memorandum, and copies of all others with which you may be able to supply us. Inspection of our files discloses that a good many of the memorandums and amendments are missing.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HWD-MH

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

July 15, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
451 - Oregon 6

State Highway Commission,

Salem, Oregon.

Gentlemen:

We are in receipt of your letter of July 15, referring to Oregon Post Road Project No. 6, and enclosing Contract Prices for Unit No. 1. In our letter of July 12, we requested an estimate, for this unit, which we desired to use as a basis for the Project Agreement. This estimate would, of course, be prepared in the usual form.

We have since come to the conclusion that you still undoubtedly desire to have the Project Agreement prepared to cover the entire project. In this case it will be necessary for you to furnish us with five copies of detail estimate divided into Sections A, B, C, and D, corresponding to your Units 1, 2, 3, and 4. As the bridges for Unit No. 1 or Section A, are not included in the present contract, they may be listed in Section E. This estimate will then cover the entire project and will be used as the basis for the Project Agreement, superseding the previous estimate.

In regard to the pro rata share of the United States and the State of Oregon, we refer you to General Memorandum No. 11, paragraphs 3 to 5,

which explain in detail how the matter should be handled. We are not concerned with the pro rata share to be paid by the county, as it is merely a part of the State's share of the cost.

Very truly yours,

C.H. Purcell

Acting District Engineer.

cc
S.H. Probert

July 15, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Ore.

Dear Sir:

We have your letter of July 12th with reference to Unit # 1 of Post Road Project # 6. The work included in this unit, to be awarded to Copenhagen Brothers, involves the grading between Stations 0 plus 00 and Station 688 plus 77.6. It does not include the construction of bridges between these stations.

We are enclosing herewith, tabulations of the contract prices. The total amount of the contract, plus 10% Engineering and Contingencies, is $193,502.84. As the computation of the per centage of this amount which should be paid by the Federal Government involves a number of complications, we have made no effort to figure out what this per centage would be.

In this connection, we would call your attention to the fact that Wheeler County has agreed to appropriate $36,000 for cooperation on Units 1 and 2, and that Grant County has appropriated $50,000 for Cooperation on Units 3 and 4.

Kindly advise what amounts of the above total contract price [redacted] required to be paid by each of the State, Federal Government, and Wheeler County.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MH

P.R.100

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

July 12, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.
481 - Oregon 6

State Highway Commission,

Salem, Oregon.

Gentlemen:

Understanding that you have let Unit No. 1 of Post Road No. 6, we suggest that if you contemplate starting work at once, you send us an estimate of this unit as soon as possible, giving the stations of beginning and ending.

This section will be known as Post Road No. 6-A.

A project agreement will then be drawn up to cover this section, but since it takes some time to have this document executed, and no payment can be made from Federal funds prior to such execution, it is advisable to get things started as early as possible.

Very truly yours,

ANSWERED
S.H. Probert

E. A. Bruce

Acting District Engineer.

#6

July 3, 1919.

J. W. Sweeney,
432 Worcester Bldg.,
Portland, Ore.

Dear Sir:

In accordance with your letter of July 2d, we are today expressing to you, at the above address, proposal blanks and specifications for the Service Creek-Valadez Ranch Project in Wheeler and Grant Counties. As regards the submission of a single bid covering the four units involved on this work, will say that we have no objections to the submission of a bid of this kind. However, the classification of materials on Units 1 and 2 is on a two-classification basis, that is Solid Rock, and all other material; while on Units 3 and 4, three classifications willbe used. This would make it practically impossible to submit a uniform bid on Common Classification material which would apply to all four units. We would suggest that you submit bids on the four units, specifying, if you so desire, that the acceptance of one unit depends upon the awarding of the contract for all four units.

Yours very truly,

HERBERT H. HUNT,
State Highway Engineer,

By

Office Engineer.

SHP-M

Portland Or.

1919

K. 432 Worcester Bldg.

Herbert Nunn

State Highway Eng.

Dear Sir

Please mail bid blanks for grading on John Day Highway Contract work that will be open for bids July 8th kindly let me know if bids will be considered, submited as one proposal for the four divisions or do they have to be seperate bids on each section

Yours truly

J.W. Sweeney

ANSWERED
S. H. Probert

July 8 , 1919.

Mr. G. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Ore.

Dear Sir: Attention Mr. Anderson.

Herewith, we are sending tabulation of bids received, on the Service Creek Valley: Ranch Section on June 19th, 1919. We would state that all bids were rejected, and that the Project is being readvertised for proposals on July 8th.

Yours very truly,

[redacted]
State Highway Engineer,

By

Office Engineer.

JVB-RH

May 26, 1919.

Mr. G. W. Purcell, Acting Dist. Engr.,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

Under separate cover we are mailing you blue prints of two bridges on the Grant County Unit of the John Day Project for your approval.

At an early date I want to go over thoroughly the matter of timber bridge details with your office and revise our standards to conform, if they do not already so conform.

Very truly yours,

HERBERT NUNN,

State Highway Engineer.

By

Bridge Engineer.

CHM:WEF

May 14, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
U. S. Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Please be advised that the John Day Highway in Grant and Wheeler Counties, described as the Service Creek - Valadez Ranch Section, has been prepared for advertising on the 10th day of June, 1919, and I am sending you herewith a copy of the advertisement.

If convenient, I would like to have you, or a representative from your office, present when the bids are opened.

Please be advised that the bridges are included in the grading contracts. The work has been divided into four units thinking that it may attract smaller contractors. However, we are giving the larger contractors a chance to bid on the job as a whole if they desire to do so.

Respectfully,

STATE HIGHWAY COMMISSION

By

Secretary.

RAK:MR
Encls

May 10, 1919.

Mr. C.E. Purcell, Acting Dist. Engineer.
Bureau of Public Roads.
Post Office Building.
Portland, Oregon.

Dear Sir:

We are enclosing herewith our detailed estimate for the Grant County unit of Federal Aid Project No. 6.

In so far as the grading quantities are concerned, this estimate is the same as the estimate previously submitted to you. The items applying to bridges over 20' clear span have been revised to fit the new plans which will be prepared for them. As it will be necessary for you to re-arrange this estimate in your office, we are enclosing only three copies of the same, as to supply you with more at this time would necessitate making another run on the typewriter.

You will note that this estimate is made up for wood structures. Comparative estimates were made up for steel structures; but owing to the long hauling distance, these estimates were very much in excess of those for wood and we have therefore eliminated them for consideration.

This letter will authorize you to combine this estimate with the estimate previously submitted for the Wheeler County unit and to re-arrange them in such manner as may be required to make them comply with the new regulations.

Very truly yours,
HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP:VGP

May 6, 1919

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

In reply to your letter of May 7th, and in confirmation of our telephone communication of this date, in regard to the clearing and grubbing on the Wheeler County unit of the Service Creek - Valadez Ranch Section of the John Day River Highway, Federal Aid Project No. 6, beg to advise that we will incorporate in our specifications for this work a special provision whereby the expense of any clearing and grubbing that may be required will be included in the unit prices bid on common and solid rock excavation.

We believe that this will be the best way to handle this item as we are informed by the engineer by whom the location of this section was made, that the clearing amounts to very little, and for that reason, would be difficult of measurement.

We are enclosing herewith five copies of the special provision which we propose to incorporate into our specifications for this work.

Respectfully,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

SHP:MB
Encls

JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

MERCHANTS EXCHANGE

May 8, 1919.

W. M. & Geo. M. Kight,
Prairie City, Oregon.

Gentlemen:

We have your letter of April 29th, in regard to the grading work on the Service Creek - Valsdez Summit project in Grant and Wheeler counties.

Bids will be received on this work on June 10th and plans and specifications will be in shape to send out in about one week.

This work will be contracted in four units of approximately 12 miles each. If you desire to submit a bid on any of this work, we will be glad to supply you with the necessary plans and specifications upon the deposit of $5.00 per unit.

Respectfully,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

SHP:MR

E. T. JOHNSON, PRES AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y. AND MANAGER

P.R. #60

# JOHNSON CONTRACT COMPANY

## GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON, 4/22/19

APR 23 1919

Mr. Herbert Nunn, Highway Engr.
Salem, Oreg.
Dear Sir:-

I write for some information regarding the 48 miles of the John Day Highway to be let on May 6th.

Can you give me a map showing Service creek and Valdez Ranche. I have a map which has on it a post office marked Service Creek, but I do not know if this is the place or where Valdez Ranche is. If that is the place and the Valdez Ranche near the post office of Antone, which way does the highway run, thru Mitchell or via the road east of there?

Can you give me the quantities of materials to be handled on the 48 miles and the estimate of cost?

It takes time to look these propositions over properly and I would like the information as soon as I can get it, to determine if I want to bid on it or not.

Respectfully

E. T. Johnson

ANSWERED
S. E. Vincent

Grant #6

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

April 19, 1919.

State Highway Commission,

Salem, Oregon.

Gentlemen:

Your letter of April 11, in regard to withdrawal of wooden bridges on Grant County unit, John Day Highway, has been received.

We have removed the bridge sheets from plans and are returning them herewith as we have no further use for them and they may possibly be of use to you.

Very respectfully,

C. H. Purcell

Acting District Engineer.

Enc.

Noted SWP

Noted CBM Cashburg

#6

April 11, 1919.

Mr. C. H. Purcell,
U. S. Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

Please be advised that this Department withdraws plans for the following timber structures on the Grant County unit of of Sarvise Creek-Valadez Ranch section of the John Day Highway:

| | | | | | | |
|---|---|---|---|---|---|---|
| Mile 1 - one | 144 | foot | standard | wooden | truss | span |
| Mile 4 - one | 40 | " | " | " | " | " |
| Mile 6 - two | 40 | " | " | " | " | " |
| Mile 10- one | 40 | " | " | " | " | " |
| Mile 17- one | 108 | " | " | " | " | " |
| Mile 21- one | 40 | " | " | " | " | " |
| Mile 22- one | 40 | " | " | " | " | " |

We would thank you to submit the grading portions of this project to your Washington office for approval, pending the design of the spans proposed to be substituted for the above.

We understand that the bridges submitted on the Wheeler County unit of the same project are satisfactory except a few minor changes in detail. We wish you would advise us of these changes and we will be glad to incorporate them in our plans. It is our desire to push this project thru to completion at the earliest possible date and anything you can do to help this along we will appreciate.

Respectfully,

RAK/h

Secretary.

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 6.

March 26, 1919.

RECEIVED
MAR 27 1919

State Highway Commission,

Salem, Oregon.

Gentlemen:

Referring to your letter dated March 25, 1919, wherein you state plans for the Wheeler County unit of Federal aid project No. 6 are being forwarded, we received on March 15 two sets of cross-sections for this project in two separate rolls, but no plans were received.

We have not called your attention to this previously as we considered it probable that you were making some changes in the plans before submitting them to this office.

Very respectfully,

R. J. Hewes.

District Engineer.

ANSWERED
S. H. Probert

March 15, 1919.

Dr. L. I. Hewes, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

We are today submitting to you the plans for the Wheeler County unit of the Service Creek - Valsie Ranch Project (Federal Aid Project No. 6) and we are enclosing herewith estimates covering this work.

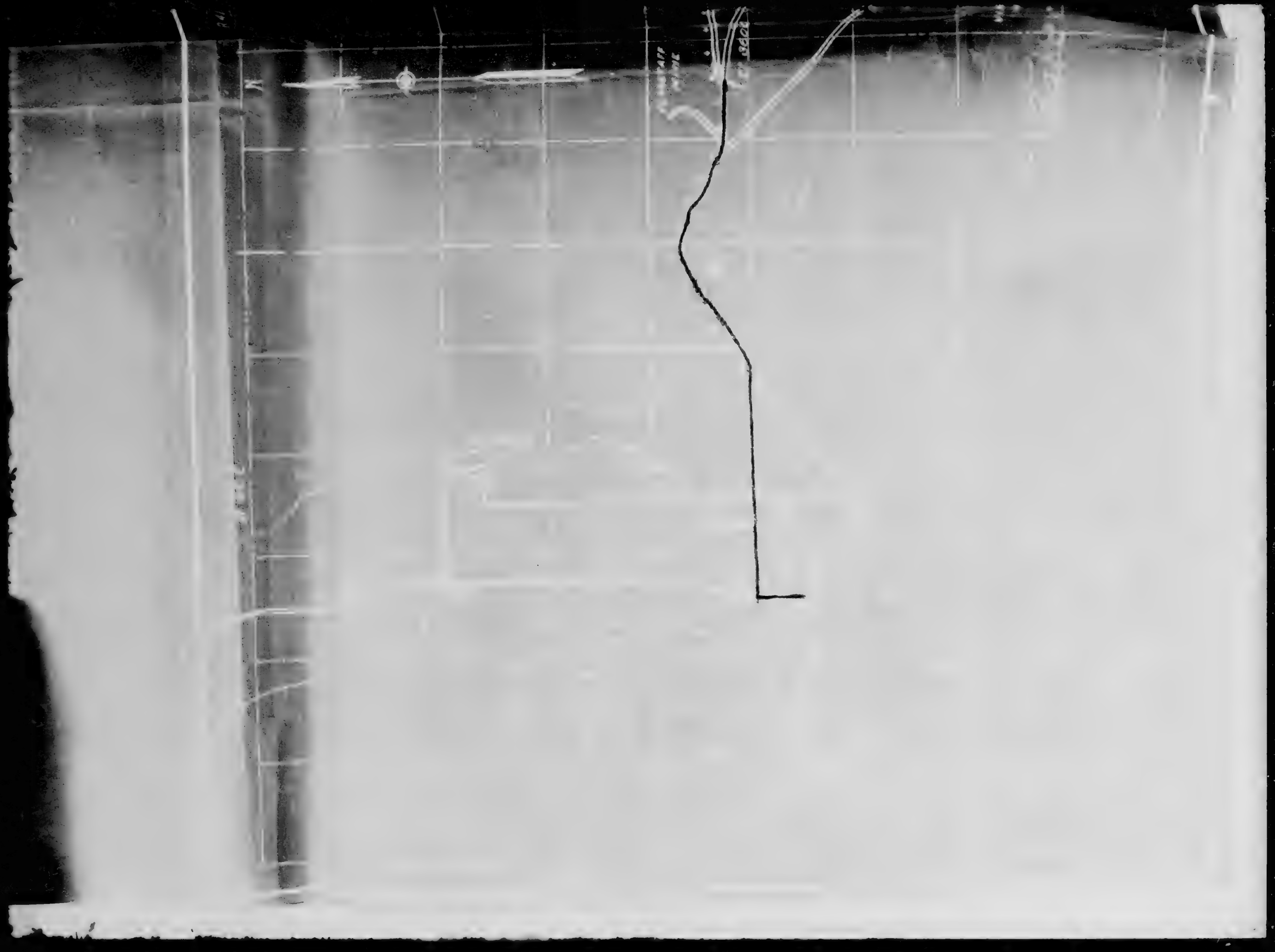
You will also find enclosed copy of the special specifications covering the classification of materials. These special specifications provide for two classifications, instead of the three classifications as provided by our Standard Specifications. In all other respects our Standard Specifications as approved by your office are applied.

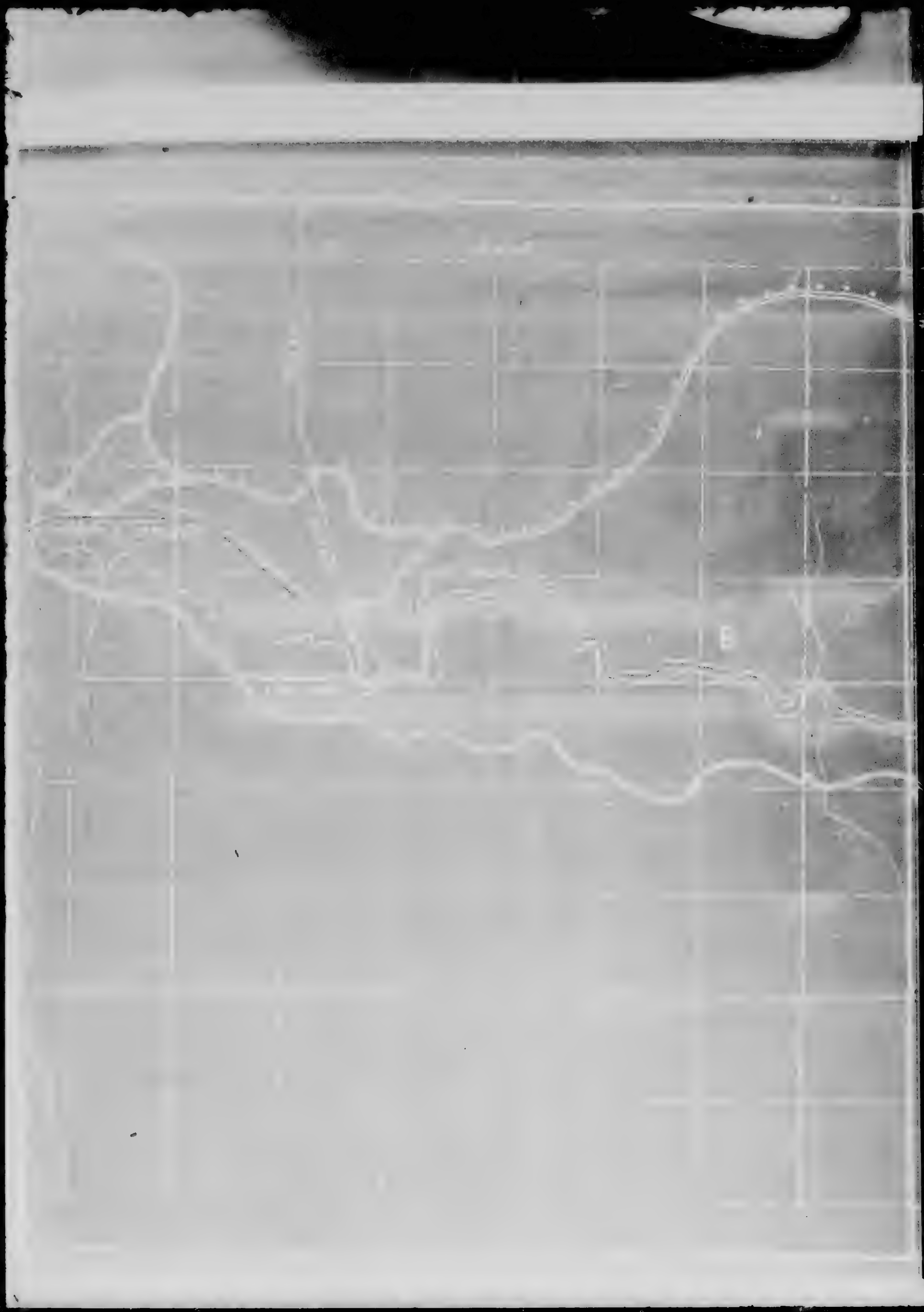
The plans for the Grant County unit of this work were submitted to you on September 4th, 1918.

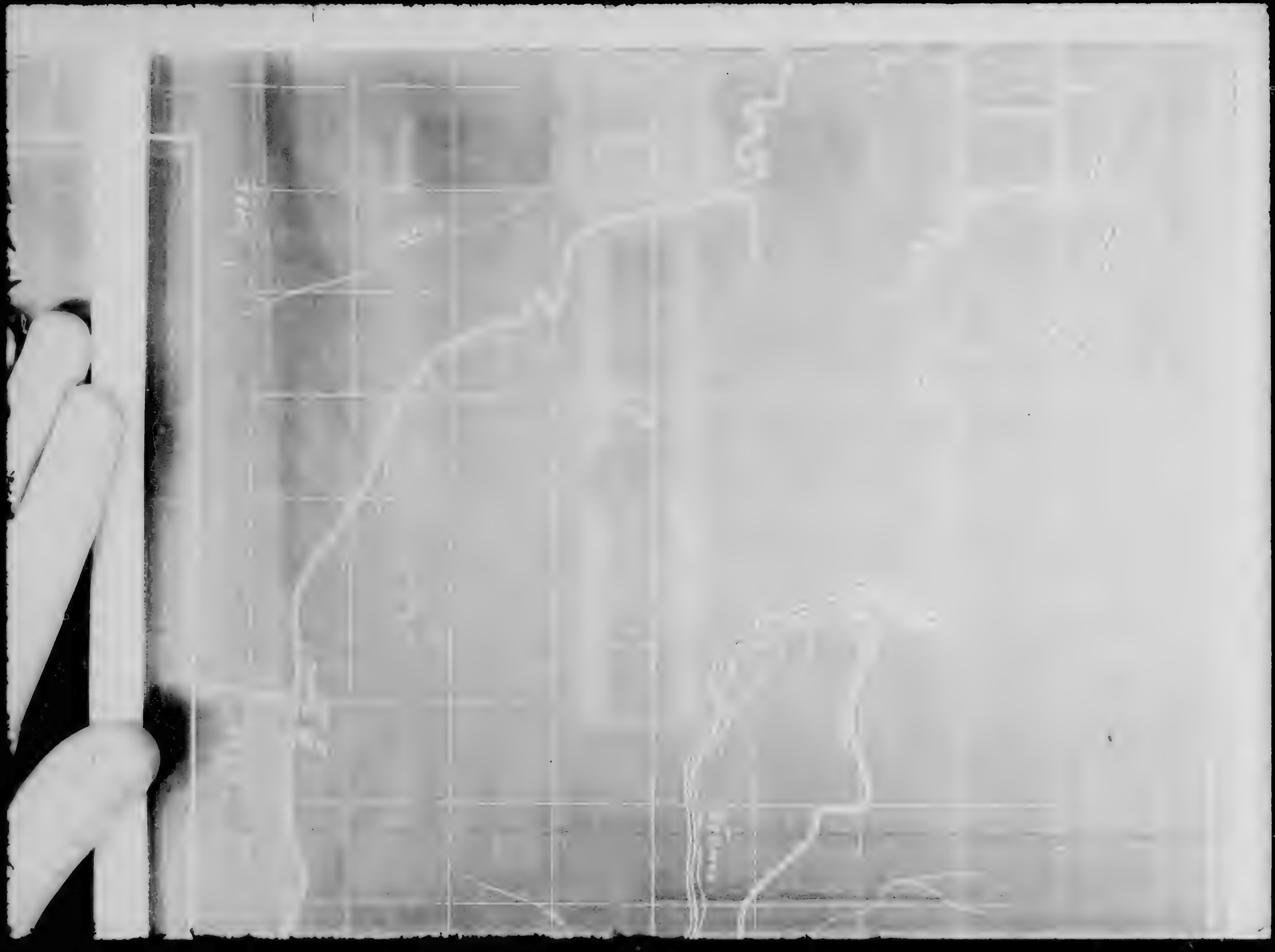
Very truly yours,
HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

SHP:VGF







6P

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

December 15, 1918. PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.
481 - Ore. F. A. 6

RECEIVED
DEC 19 1918
STATE HIGHWAY

State Highway Commission,

Salem, Oregon.

Gentlemen:

Will you please advise the loading used in the design of the 144-foot, 18-foot roadway, Howe truss span, your drawing No. 683, which accompanies plan of Federal Aid Post Road Project No. 6, John Day Highway.

Very truly yours,

L. I. Hewes.

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. 1.

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

July 1, 1918.

Mr. Herbert Nunn,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Reference is made to our letter to you of June 27, relative to Project No. 6, and to telephone conversation of today between the District Engineer and Mr. Ross, on the same subject. It is found that the procedure outlined in this letter is impracticable and we therefore request you to disregard the same.

The postal status of this project is acceptable only when it is considered as a whole and any attempt at separation into units must be made cautiously. It is believed, therefore, that the original project statement No. 6 would better be left untouched.

Letting of contract on any section of the project would be approved only after execution of project agreement covering the entire project, said execution in turn being contingent on the setting aside by the State and County authorities of funds sufficient to cover their share of the cost of the whole project. It thus appears that until the Wheeler County unit is also submitted in proper form for the Secretary's signature to an agreement for the whole project, no allotment can be expected of Federal Aid funds for any portion. Meanwhile, preliminary steps, of course,

may be taken in the way of examination and approval of plans, calling for bids, etc., to save time after the agreement is executed, so that the Grant County unit should be in shape for immediate commencement of construction as soon as the Secretary's approval is secured.

Very truly yours,

C. J. Hewes

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

June 27, 1918.

JUN 28 1918
HIGHWAY ENGINEER
Salem - - Oregon

Oregon State Highway Commission,

Salem, Oreg.

Attention, Mr. Herbert Nunn.

Dear Sir:

Receipt is acknowledged of your letter of June 26, relative to Project No. 6, and enclosing three copies of estimate for the Grant County unit of this project, also three copies of quantity estimates for the bridge structures. The plans have not yet reached us.

Following the precedent established in previous similar cases, we ask you to submit a new Project Statement covering this unit. This we will give the proper consecutive number and the original No. 6 will be withdrawn.

While this may appear to be an unnecessary detail, it is believed best to avoid any possible confusion, especially in the Washington Office, where are concentrated projects from 48 states. We had thought of designating the units as 6(a) and 6(b) but have concluded that it will make the proposition much cleaner cut to give entirely new and separate numbers. The new project statement can be prepared with little trouble since the estimate is already made and the necessary County Resolutions and Postmaster's affidavit are on file with us.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. P-3

March 27, 1918.
10 a. m.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Secretary of Agriculture on March 25 approved Oregon Federal aid project No. 6, involving the improvement of 48.45 miles of the John Day Highway located between Sarvice Creek and Valeda Ranch in Wheeler and Grant Counties.

Very respectfully,

L. W. Page

Director.

MARCH 8, 1918.

Keeler Brothers,
U. S. National Bank Building,
Portland, Oregon.

Gentlemen:

Replying to your favor of the 1st instant regarding the cooperative work between the State and the Government in Grant County, wish to advise that the Commission has made a cooperative project statement to the Government covering construction work from Service Creek in Wheeler County to Valldez Ranch in Grant County.

This matter is still pending in the hands of the Government and the State can take no further action until the Government has passed on the project.

Dr. L. I. Hewes, Broadway-Exchill Building, Portland, could perhaps give you more light on this matter.

Respectfully,

GHB-HR

State Highway Engin

FOUNDED 1903 INCORPORATED 1910

# KEELER BROTHERS

MEZZANINE FLOOR
FIRST NATIONAL BANK BUILDING
DENVER

CAPITAL AND SURPLUS $ 750,000.00
INVESTMENT SECURITIES
PORTLAND

FIRST FLOOR
U. S. NATIONAL BANK BUILDING
PORTLAND

PORTLAND March 1, 1918.

IN RE Grant Co. (Ore) Road bonds.

Mr. Ed. Ross, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Mr. Ross:

We have advice from the County Judge of Grant County that they would do nothing relative to the sale of their $140,000 road bonds except when the co-operation of the State and Federal Government. Being interested in these road bonds we wish to have you advise as to whether or not it has been definitely decided that the state will join the Federal Government and Grant County in building any roads during the coming Spring and Summer season.

We take the present occasion to thank you very cordially for any advice which you can send us on this subject.

Yours very truly,

Keeler Brothers

FG L

TO AVOID POSSIBLE DELAY PLEASE COMMUNICATE DIRECTLY WITH OUR PORTLAND OFFICE

[REPLY FORM]

City or Town of Salem, Oregon.

.....day of March, 191 8

To
KEELER BROTHERS
INVESTMENT BANKERS
UNITED STATES NATIONAL BANK BUILDING
PORTLAND

DEAR SIRS:

AGREEABLE TO YOUR REQUEST OF RECENT DATE, I AM PLEASED TO INFORM YOU AS FOLLOWS WITH REGARD TO

State and Federal aid in building roads in Grant County:

Secretary, State Highway Commission.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 481-Oregon
No. 6

BROADWAY-YAMHILL BUILDING.
PORTLAND, OREGON.

February 26, 1918.

FEB 27 1918

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of February 22, 1918, and of two copies of resolution by the Grant County Court making available $50,000 for the construction of the Sarvice Creek to Valades Ranch post road project. Two copies of this resolution accompanied the project statement to Washington on February 12, and we find that we have one copy remaining in our files.

The two copies sent by you are therefore returned herewith.

Very respectfully,

L. J. Hawes

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. 481-Ore.-6

RECEIVED
FEB 8 1918
STATE HIGHWAY
ENGINEER
Salem - - Oregon

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

February 7, 1918.

Oregon State Highway Commission,
Care of G. Ed Ross, Secretary,
Salem, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of February 6, 1918, advising that the Highway Commission has authorized the setting aside of $25,000 additional for the post road project from Sarvice Creek to Valade's Ranch on the John Day Highway on condition that the Government meet this sum.

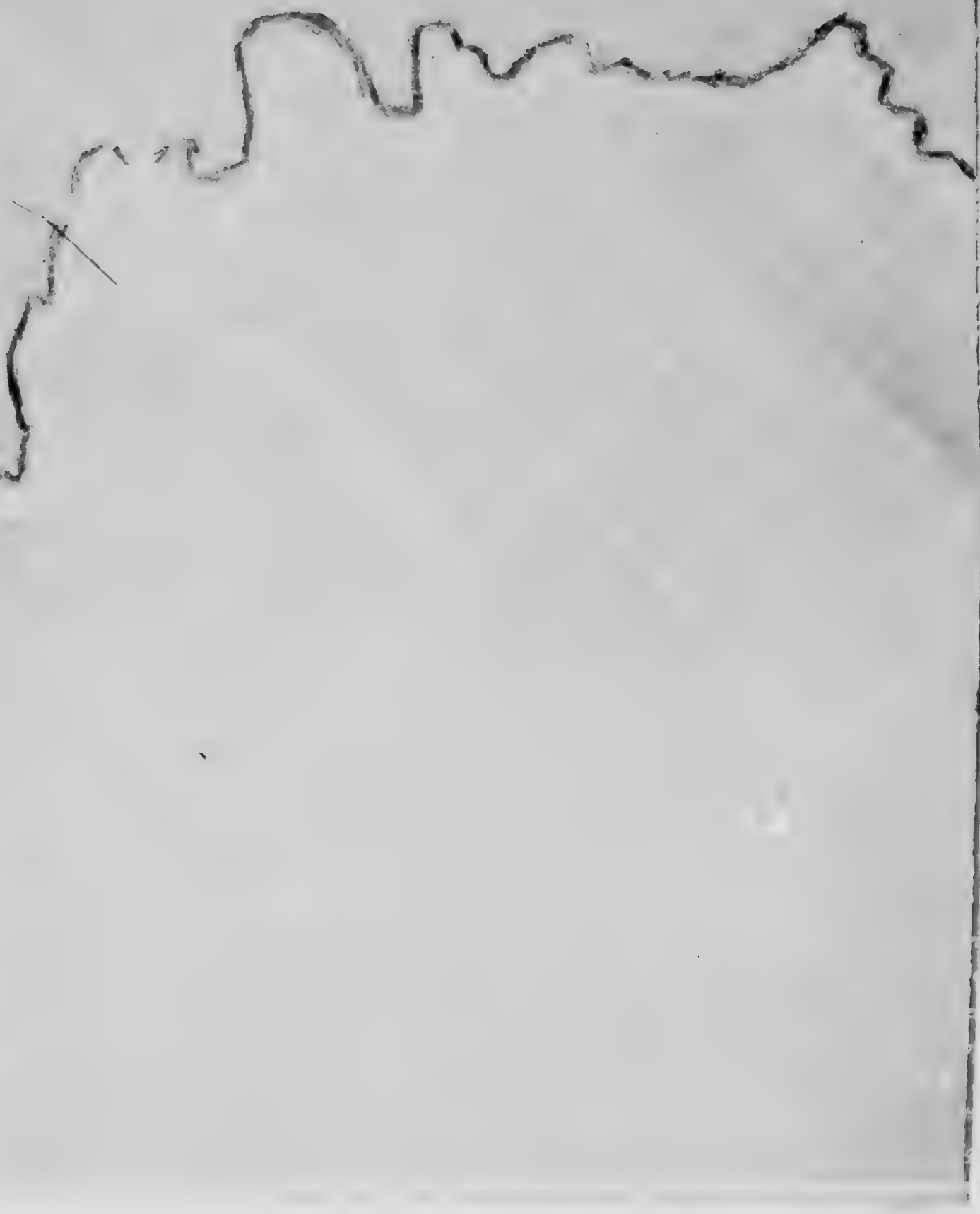
Very respectfully,

R. J. Hewes

District Engineer.

WHEELER
Parish

← To Columbia Highway



| | | | |
|---|---|---|---|
| A | 21.0 | | |
| B | | 7.0 | |
| C | 2.0 | | |
| D | 7.5 | | |
| E | | 6.0 | |
| F | 13.0 | | |
| G | | 48.0 | |
| H | 5.0 | | |
| I | | 9.0 | |
| J | 40.0 | | |
| | 88.5 | 70.0 | |
| | | | 158.5 |
| | | | 168.0 |
| Surfaced | | | 9.5 Miles |

Nov. 23, 1917.

| | | |
|---|---|---|
| A | 21.0 | |
| B | | 7.0 |
| C | 2.0 | |
| D | 7.5 | |
| E | | 6.0 |
| F | 13.0 | |
| G | | 48.0 |
| H | 5.0 | |
| I | | 9.0 |
| J | 40.0 | |
| | 88.5 | 70.0 |
| | | 158.5 |
| | | 168.0 |

February 8, 1918.

Dr. L. I. Rewse,
District Engineer,
Broadway-Dekhill Bldg.,
Portland, Oregon.

Dear Sir:-

Wish to advise that we are informed by Grant County that instead of $39,000 being available for the Jarvis Creek-Valade Ranch Post Road Project from their county, there will be available on this work from Grant County, $50,000, increasing the total money available $11,000.

Please make these changes in your Project Statement, and oblige.

Yours truly,

STATE HIGHWAY COMMISSION.

Per

Secretary.

GER:VDF

24. Preferred order for this project with regard to other projects contemplated

Have no particular preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by M. O. Bennett Date Nov. 5, , 1917

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 322,448 | Cu. yds. | Excavation, 19 % Rock | 0 64 | $206,366 72 |
| 58 | acres | Clearing | 75 00 | 4,350 00 |
| 32 | | Bridge spans | | |
| | | Structures under 20' span | 300 00 | 9,600 00 |
| 11,560 | lin.ft. | 12" pipe | 2 00 | 23,120 00 |
| 1788 | lin.ft. | 18" pipe | 3.00 | 5,364 00 |
| 436 | lin.ft. | 24" pipe | 5 00 | 2,180 00 |
| 1600 | cu yds | stone masonry | 10 00 | 16,000 00 |
| 11 | | spans combined length 835 feet | 50 00 | 41,750 00 |
| | | Structures over 20' span | | |
| | | | Subtotal, | 308,730 72 |
| | | | 10% Engineering and Contingencies, | 30,873 07 |
| | | | Total, | 339,603.79 |

Length, 48.45 miles.

Cost, $ 7009.37 per mile.

This estimate approved by:

Herbert V. Jones

(Title) State Highway Engineer.

26. Percentage of estimated cost desired from Federal Government 39 %

Total estimate cost of project $339,603.79

Amount, $ Funds to be supplied by Wheeler Co $36,000. 75,000.00

Fundsto be supplied by Grant Co. 39,000

$264,603.79

27. ~~Payment desired on completion or as work progresses~~ As work progresses.

Desired from Federal Government $132,301.89

or 39% of total cost.

27. Payment desired on completion or as work progresses. As work progresses.

s form comprises five pages.

1

O. P[illegible] and R. E.
U. S. [illegible]pt. of Agr.
Form No. PK. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE) Dec 18, 1917

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 19 .. The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road John Day Highway
2. Located between Service Creek, Wheeler Co., and Valade Ranch Grant Co., County of
3. Distinguishing marks on sketch plan to identify project Spray, Forks of John Day River and Dayville
4. Points of beginning and ending Beginning mouth of Service Creek, ending Valades Ranch.
5. Length (gross) 48.45 miles (net) 48.45 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route none ; miles of project used as a star route 1/2 ; miles of project not used as either rural or star route 47.95 miles.

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction

See enclosed postmaster's statement.

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each none

9. Tolls collected on roads or bridges on this project, if any

none

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1)

Trunk highway of 3rd importance in the state.

11. Purpose to be served by project Will open up immensely productive country at present with very poor transportation facilities. Will serve both throug and local traffic. See enclosed report.

12. Improved roads adjacent or contiguous and type of each

None

(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project

Through and local traffic. See enclosed report.

14. Description and present condition of traveled way..... No road over first 13 miles, remainder has very poor road, 24 miles of which is impassible most of the season.

15. Width of existing right of way.... no width indicated

16. Proposed width of surfacing. No surfacing required in the near future

17. Proposed type of construction..... graded earth road.

18. Location, nature, and extent of deposits of local materials suitable for use on this project.....

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet.....

In Wheeler County

About sta. 100+00, 25 ft. span.
About sta.210+00, 25 ft. span.
About sta.350+00, 25 ft. span.

IN Grant County.

About sta.50+00, 140 ft. span across North Fork John Day River.
Holmes creek,about 3 miles South of North Fork ,John Day River,80 ft.span.
About 5½ miles South of North Fork,John Day River,one 90 ft.span and one 60 ft.span.
About 9 miles South of North Fork,John Day River,50 ft.span.
About 12 miles South of North Fork,John Day River,40 ft.span.
About sta.870+00,crossing of John Day River at Goose Rock,150 ft. span.
About sta.1058+00,Rock Creek crossing,150 ft. span.

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

(a) State Highway Commission, (b) State Highway Commission

21. State's share of cost of construction to be provided by

Sale of Bonds under Chap 175 Laws of 1917. Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon, under the Federal Aid Road Act. The State will co-operate to the extent of 39 per cent of the actual expense of the project, and Wheeler and Grant Counties will cooperate to the extent of 22 per cent of the actual expense of the project.

22. Funds for maintenance to be provided by See resolution following.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art II of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the laws of 1917, which, in conjunction with those amounts contributed by various counties, for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission, or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED that the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon, and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvements in the State of Oregon.

I, G. Ed Ross, duly appointed Secretary for the Oregon State Highway Commission do hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

G Ed Ross
Secretary.

24. Preferred order for this project with regard to other projects contemplated

Have no particular preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by M. O. Bennett. Date Nov. 5, 1917.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 522,448 | Cu. yds. | Excavation, 19 % Rock | 0 44 | 206,566 72 |
| 58 | acres Sq. yds. | Clearing | 75 00 | 4,350 00 |
| 52 | | Bridge Spans Structures under 20′ span | 300 00 | 9,600 00 |
| 11,560 | lin.ft. | 12" pipe Other items: | 2 00 | 23,120 00 |
| 1,758 | " " | 18" pipe | 3 00 | 5,364 00 |
| 436 | " " | 24" pipe | 5 00 | 2,180 00 |
| 1,600 | cu.yds. | Stone masonry | 10 00 | 16,000 00 |
| 11 | | Spans combined length Structures over 20′ span 835 ft. | 50 00 | 41,750 00 |
| 15,800 | " " | Broken Stone Macadam | 3.50 | 55,300 00 |
| Length, 48.45 miles. | | | Subtotal, | 364,030 72 |
| Cost, $ 7009.37 per mile. | | 10% Engineering and Contingencies, | | 36,403 07 |
| | | | Total, | 400,433 79 |

This estimate approved by:

Herbert D. Gunn

(Title) State Highway Engineer.

| | |
|---|---|
| Funds to be supplied by Wheeler County | $36,000.00 |
| " " " " " Grant County | 50,000.00 |
| " " " " " State | 157,216.90 |
| | $ 243,216.90 |
| Amount desired from Federal Government | $ 157,216.89 |
| | $ 400,433.79 |

27. Payments desired on completion or as work progresses.
As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project

30. Additional remarks: For a number of years to come, it is believed a common earth road, well graded and drained, will be sufficient in this part of the state to accommodate all travel.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

(Official title of Highway Department.)

By S T Benson

(Title of officer.)

By W J Thompson

(Title of officer.)

By J Adams

(Title of officer.)

Fossil, Oregon. November 1st, 1917.

Dr. L. I. Hewes,
U. S. District Highway Engineer,
Portland, Oregon.

Dear Sir:

A joint meeting of the County Courts of Grant, Wheeler and Gilliam counties was held in the County Courthouse in Fossil, Wheeler County, Oregon, on the first day of November, 1917, at which there were present representing Grant County, George Hagny, County Judge, and S. Green, County Commissioner; representing Wheeler County, Henry D. Keyes, County Judge, and R. E. Wright and M. Dukek, County Commissioners; representing Gilliam County, George W. Parman, County Judge, and John Haidment, and Sherman Wade, County Commissioners.

This meeting was held for the purpose of showing facts and conditions which would justify the Federal Government in providing funds to assist the State Highway Commission and the said counties in building a portion of the John Day Highway project running through each of the said counties.

After due deliberation the several county courts before mentioned agreed to ask for post road money to match county and state money for work on said project, commencing at Ajax in Gilliam county and running thence to Condon 21 miles, from Condon to Fossil 22 miles, from Fossil to the mouth of Sarvice Creek 23 miles, from Sarvice Creek to Spray 13 miles, from Spray to the Grant County line 13 miles, from the Grant County line to Valades Ranch 23 miles, from Valades through Dayville, Mt. Vernon, John Day, and on to Prairie City 54 miles, making a total distance of 168 miles.

On this route the following portions are now used by the U. S. mail service:

| | | |
|---|---|---|
| From Ajax to Condon | 21 | miles |
| From Condon to Fossil | 22 | " |
| From Fossil to mouth of Sarvice Creek | 23 | " |
| From Valades to Prairie City | 54 | " |

Making a total of 120 miles used as a mail route.

The following portions of said road are not at the present time used for U. S. Mail service roads:

| | |
|---|---|
| From Sarvice Creek to Spray | 13 miles |
| From Spray to the Grant County line near the junction of the North Fork with the main John Day River | 12 miles |
| From Grant County line to Valadas | 23 " |

Making a total of 4 8 miles.

It will be seen that 70% of the 168 miles distance in the entire road amounts to 117 6/10 miles and that 120 miles os this road is already covered by U. S. mail service known as Star routes.

It is further submitted by these county courts jointly that when this entire project of 168 miles for which post road money is asked shall be completed , that the entire 48 miles over which there is no mail carried at this time will require mail service to accommodate the people along the line of said portions of said road, as a matter of necessity, and that a daily mail service over the entire road from Condon south will be a reasonable possibility and a natural sequence of the construction of this road, and all the postmasters along the line recommend the establishment of the same, and that Condon will be the natural distributing center for all the territory embraced in this route.

In order that you may appreciate what the people of the several counties think of the necessity of this route, the county courts respectfully submit that the several counties have been making preparations to build this part of the proposed John Day Highway for about two years.

Wheeler County voted a bond issue of $80,000, which was their constitutional limit, of which $60,000 was voted to apply on this John Day Highway within Wheeler County. In addition to this Wheeler County paid the expenses of the State Highway Engineer's force in surveying the road through said County, and

the State and County of Wheeler, jointly, recently finished grading Cummings Hill between Condon and Fossil at an expense of approximately $12,000 and the State is at the present time expending $17,000 in macadamizing Cummings Hill.

Grant County voted a bond issue of $140,000, which was their constitutional limit, of which $120,000 is now readt to be turned over to the State and Federal Government to build this Highway through Grant County in co-operating with them as to post roads. In addition to this Grant County has paid the expenses of the State Highway Engineer's force in surveying their road through thid county.

Gilliam County has expended on this road between Condon and the Gilliam County line on the John Day Highway, the sum of approximately $40,000 during the past 18 months. At the present time the State of Oregon is expending approximately $20,000 in macadamizing the six miles of road from Condon south. Gilliam and Sherman counties, jointly, have expended $20,000 in building a bridge on the John Day Highway at the mouth of Cottonwood Creek, nine miles from Ajax, which is a part of the project but just beyone the 188 miles embraced in this application.

The County Courts would respectfully call your attention to the fact that this proposed route for which aid is asked does not parallel any railroads, but extends from Prairie City, the terminus of the Sumpter Valley Railway in Grant County, to the terminus of the Condon Branch of the O.W.R.R.& N.CO. at Condon, and that a very large percentage of the traffic is westward, Portland being the principal market, and that from Prairie City tothe mouth of Sarvice Creek, a distance of 102 miles, is down the John Day River on a water grade and the soil and location are of a nature to be especially favorable for road building and for an all the year route; snow seldom lies there any length of time.

The State Highway Commission has finished a work

survey of the route in Grant County and is now engaged in making a work survey in Wheeler County.

The said County Courts again respectfully call your attention to the fact that this 168 miles for which post road money is asked is part of the John Day Highway project, which is one of the projects adopted by the Highway Commission of the State of Oregon, and that this road commenses at Ontario in Malheur County, Oregon, and extends to Prairie City, and thence over the part for which aid is now asked , and thence to connect with the Columbia Highway in Sherman County, and that this John Day Highway shortens the route between Ontario and Portland more than 100 miles over that of any other highway route (see Biennial Report State Highway Engineer John H. Lewis,1918).

The mailand express that now supplies that part of the said route in Grant County known as the John Day Valley comes from Portland by way of Baker City and thence to Prairie City and thence to Canyon City, the distributing point for Grant County, and is there re-distributed to west and north and by the time it reaches Dayville, for instance, it has travelled 491 miles, and, whereas, by rail to Condon from Portland and from Condon to Dayville by the proposed route, it is a distance of only 281 miles.

The fact that the John Day Highway is 100 miles shorter than any other highway route connecting Idaho with The Dalles and Portland, and that said road when constructed can be travelled by automobiles and trucks any day of the year, and that the snow shed is narrower than any other on the divide of the Blue Mountains (having only six miles of deep snow fall on the summit in the National Forest that could easily be kept open to traffic all Winter by one man with a team of two horses) would make this highway one of paramount military importance in case railroad service was obstructed and it were necessary to transport troops in time of war between Oregon and the Eastern States.

Gilliam County has spent $40,000 on that part of the proposed project which is desired to be adopted as a post road, and has also spent $10,000 on the bridge across the John Day River at Cottonwood. Inasmuch as that part of the John Day Highway extending from Ajax to said bridge is not a mail route, the County of Gilliam promises to expend $30,000 on building a suitable grade from Ajax to said Cottonwood bridge.

The John Day Highway, as surveyed by the State of Oregon, intersects the Oregon Central Highway (Florence to Mitchell) near Dayville, making one highway of these two, on from Dayville to the Idaho line.

A petition has been filed for about two years for a mail route from Spray to Monument, which would be a distance of 24 miles, and 13 of which would be included in this project from Spray to Grant County line. A town site has been surveyed at the Junction of the North Fork with the Main John Day River, about half way between Spray and Monument, and it is expected that there will be a postoffice established soon at this ppint. The postmasters along the John Day highway as surveyed in Wheeler and Grant counties inform the County Courts that they will recommend that a daily mail service be established from Fossil to Dayville, which would also give Monument, Long Creek, and Hamilton quicker and better mail service.

The opening of the John Day Highway would make accessible to markets the products of many thousands of acres of rich agricultural lands which are now untilled for the lack of transportation facilities. At the present time hundred of tons of apples and other fruits are rotting on the ground along the proposed highway, which would be bad enough at any time, but is a sinful waste in

time of war when everything possible should be done to save food products of every kind.

COUNTY COURT OF GRANT COUNTY, OREGON

By George Hagny
JUDGE

F. L. Green
COMMISSIONER

COUNTY COURT OF GILLIAM COUNTY, OREGON

By C. M. Forman
JUDGE

COMMISSIONER

COMMISSIONER

COUNTY COURT OF WHEELER COUNTY, OREGON

By Henry Hayes
JUDGE

R. E. Dwight
COMMISSIONER

Mike Dufek
COMMISSIONER

STATEMENT FROM GRANT COUNTY

Grant County would call attention to the feasibility, importance, and advantages of the John Day Highway from Ajax in Gilliam County to Prairie City in Grant County, as a post road and mail route for the entire distance. This highway would be practically valueless to Grant County unless it was opened and constructed from its starting point in Gilliam County; that the section of country through which this proposed route of new construction runs is settled throughout its whole course without a break and for miles on either side; that a star route would accommodate at least fifty families along this route in Grant County; that the agricultural land tributary to said route is approximately 30,000 acres and livestock interests would comprise 25,000 sheep, 3,000 cattle, and 1,000 head of horses. That the State Highway Commission, recognizing the importance of the John Day Highway, has designated it as a State Highway from its connection with the Columbia Highway in Sherman or Gilliam County to Ontario. That relying on the promise of the State Highway Commission and on the Federal law of financial help in construction of post roads and "reasonable prospects", Grant County bonded itself in the sum of $140,000, all of said money to be applied on the John Day Highway in co-operation with the state and government, and this money is now ready and available to be turned over to the state and government at their option for this work.

COUNTY COURT OF GRANT COUNTY, OREGON.

By George Hagny
JUDGE

H. Green
COMMISSIONER

## STATEMENT FROM GILLIAM COUNTY

The John Day Highway runs through Gilliam County for a distance of 44 miles, and from the boundary line between Gilliam and Wheeler Counties, a distance of 14 miles to Condon, it runs through the best farming section of the county and furnishes an outlet for Wheeler and Grant Counties. Many thousands of tons of wheat and other farm products are hauled over this road each year, besides the immense amount of merchandise and mail that is hauled over this portion of the road, to the interior south of Gilliam County, and thousand of head of cattle, sheep, and hogs are brought to market from the interior. This road does not parallel any railroad and furnishes a means of transportation for all that country south of Condon.

From Condon the highway runs north and west to the John Day River at the mouth of Cottonwood Canyon, on the shortest route possible to The Dalles, through the town of Wasco in Sherman County; at the mouth of Cottonwood, Gilliam and Sherman counties this year erected a splendid steel bridge across the John Day River at a cost of $30,000 and are building a good grade up Cottonwood Canyon to Ajax. This road from Condon to the bridge at the mouth of Cottonwood is a U.S. mail route for a distance of 30 miles to the Ajax postoffice; this road also passes through one of the best farming districts in the county, and splendid wheat fields line both sides of the road the entire length from Condon to the head of Cottonwood Canyon. Over fifty families are now supplied with way mail along the route from Condon to Ajax.

A great number of the farmers living in this section haul their grain across the river to the station of Hay Canyon, in Sherman County, where they can make the trip in one day, whereas it takes them two days to haul the same load to Condon, and this road when built will make a short route to The Dalles and Portland through the farming section; it will be a good road and will make a short haul for the farmers living in the western portion of the county, and would be a great convenience to them as well as to the general travelling public.

John W. Maidment
COMMISSIONER

COUNTY COURT OF GILLIAM COUNTY
By G W Norman
JUDGE

COMMISSIONER

## STATEMENT FROM WHEELER COUNTY

On the John Day Highway route as surveyed by the State of Oregon, Wheeler County has 30 miles (from Gilliam County line to mouth of Service Creek) over which U. S. mails are carried and 25 miles (from mouth of Service Creek to the Grant County line) over which no mails are carried at the present time.

From the mouth of Service Creek to Spray, a distance of 13 miles, on the new construction there are 28 families living within a distance of four miles of the highway who would be served with way mail sacks if a mail route were established there. And from Spray to Grant County line, a distance of 12 miles, there are 30 families living within a radius of four miles to the highway route, who would be served.

The construction of this highway through Wheeler County would result in the production of a large increase of food stuffs by providing transportation at a reasonable price. The present route from Service Creek to Spray is over very heavy mountain grades, much of it through adobe mud of such nature that the road is practically closed to auto traffic for six months in the year. The new construction is all along the river bank on an easy water grade, the soil being of a dry nature and suitable for constructing a road which could be used by autos and trucks every day in the year, and its completion would more than cut the freight rates in two. Last year the Gilman-French Land & Livestock Company, whose lands are on Service Creek, produced 20,000 bushels of wheat and in hauling a part of this wheat to market four 6-horse teams were able to make only one mile in six hours. It being unprofitable to market wheat under such conditions the Company fed the bulk of it to hogs. On an average it cost them $300.00 to haul a carload of 18,000 lbs. of hogs from their ranch to Condon, a distance of 35 miles, and this without allowing anything whatever for keeping the horses the year around in order to be able to haul the hogs, and the cost of feeding them being approximately $2,000 a year, and not taking into account the investment of $3,500 the price of the horses themselves. This hauling could all be done with trucks if the new

road were constructed. On a good road such as the proposed John Day Highway the freight from their ranch to Condon would probably not exceed $100 a carload of hogs.

On a smaller scale there are many other farms laboring under the same disadvantages whose production of agricultural crops would be doubled and even trebles by the construction of such highway. The Court knows of several farm projects as large as 500 acres each, of virgin sod, whose owners plan to put them into cultivation immediately upon the completion of this highway.

The only settlement between Service Creek and Spray is that of Winlock, which has already petitioned the County Court for a new road down Alder Creek to connect with the John Day Highway. When this line is completed it should not cost the Government more than one half the present price to transport parcel post from Fossil to Spray. Should it be suggested that the Government might better improve the present road rather than build the new route as proposed between Service Creek and Spray, the County Court would call attention to the fact that the State Highway Engineers have examined both routes and decided on the proposed John Day Highway as being the more feasible one, and that all the county bonds that can be voted have been voted and designated to build the proposed road and cannot be legally used upon the old or present route, and there is no possible prospect of co-operation between the county, state and government in improving the present travelled mail route.

When the new construction is completed from the mouth of Service Creek to Spray, a new adjustment will be necessary so that the mail s will be carried over the new route at a saving of time and expense. A postoffice should and probably will be established at the mouth of Service Creek on the John Day on the new route from Fossil to Spray, which would be a distributive office for a route commencing at the mouth of Service Creek and extending to Richmond and Waterman which now are supplied from Fossil, and would be a saving of 20 miles on the route. By running another route from the mouth of Service Creek to Winlock (the only postoffice between Fossil and

Spray) would require a mileage extending from the mouth of Service Creek up to the John Day Highway two and three quarter miles, and thence up Alder Creek to Winlock eight miles, would make a total mileage of 10¾ miles, and make a net saving of 12¼ miles in proposed new arrangement. A new road is being constructed from Winlock down Alder Creek eight miles in order to connect with the John Day Highway and make a water grade, and a road that can be travelled the year round to advantage.

The following figures will serve to show the importance of the road between Condon and Fossil:

The Fossil Mercantile Company, one firm in Fossil, in the six months ending October 1st, 1917, hauled 1,484,817 lbs. of freight over this road.

The Fossil Livery & Feed Co. have hauled over this road over two million lbs. of freight during the past year.

For the year ending October 1st, 1917, there has been 1,115,959 lbs. of mail matter transported over this road.

Besides this practically all the freight that comes to the towns of Spray, Winlock, Richmond and Waterman is hauled over this road.

COUNTY COURT OF WHEELER COUNTY, OREGON

By Henry S Kings
JUDGE

R E Dwight
COMMISSIONER

Mike Durbick
COMMISSIONER

C. W. BROWN, P. M. OFFICE No. 50203

# UNITED STATES POST OFFICE

CANYON CITY, OREGON

Canyon City, Oregon.
November, 8th. 1917.

I, Charles W. Brown, Hereby certify that I am the duly appointed postmaster at Canyon City, Grant County, Oregon. That I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the road along the John Day River, between the forks of the river and Dayville, is not at present covered with star route mail service or any kind of service, but, submit the following statement, setting forth my opinion as to the feasibility and advantages of establishing a mail route over this road, after the same has been constructed.

That distance between the points mentioned , is about twenty five mileson a water grade; that the route would be very advantageous to the whole John Day Valley, in fact most parts of the County, such a route would be a direct mailing route to Portland, where the most of our business is done, and the starting place of nearly every-thing in the way of supplies of every kind, that it would open to the people of a district of about twenty miles, mail facilities of which they are now deprived; the present routing of most all parcel post is via. Baker and Prairie City, a distance of about 325 milesfrom Arlington on the main line of the railroad; by the proposed new routing, we would be about 185 miles from Arlington, or 145 miles from Condon, the nearest railroad point, should the proposed John Day Highway be constructed, Arlington or Condon, would be our shipping and mailing point for all parcel post, as either of these cities by this direct route would be within the second zone, and the second zone rates of postage and weights would govern, the same as Baker, Oregon at this time. the saving to the people of the most parts of Grant County is the difference of railroad freight from either of these towns to Baker, and would be about $1 per hundred, The John Day Valley is an excellent farming and fruit growing section, at this time one of the most vital questions that confronts the farmer, is direct transportation to the main line for their produce. The construction of the John Day Highway would be another step forward in placing one of the best sections of Oregon in easy reach of our metropolis which is our only real market.

This is the distributing office for Grant County, the parcel post handled through this office is about 90,000 pounds per month and is distributed to all parts of the County, Mount Vernon, Dayville, Long Creek, Hamilton, and Monument, being supplied with 90% of the total amount handled, should the the John Day Highway be constructed and a mail route established the most of the parcel post would be distributed along the line, which would give the people cheaper and better service, because of a shorter and direct route. The said Highway would have a water grade of over 100 miles through Grant County, and would shorten the distance between Portland and Ontario, over that of the railroad, about 118 miles.

Respectfully,

Postmaster, Canyon City, Oregon.

John Day, Oregon,
November 3, 1917.

I, Nellie Elliott, hereby certify that I am, and have been for the past eleven years, duly appointed postmistriss of the postoffice known as John Day, Oregon; that I am familiar with the roads over which the United States mails are carried in this county; and I further certify that that portion of the road along the John Day river between the forks of the John Day river and Dayville, is not at present used as a star mail route, but I submit the following statement in support of my opinion as to the advantages to be derived from establishing a mail route over this portion of the road after the same has been constructed.

The distance between the points mentioned is approximately 25 miles, and is the only portion of the porjected John Day highway west of this point over which mail is not already carried, with the exception of such portions of it as parallel railroads, over which mail is naturally hauled. Nearly all business of this country is done with Portland, which means that the greater part of the mail arriving at this office is from the west, and if this road were constructed it would put us within 144 miles of Condon, the nearest railroad point to the west, whereas, at present, all our western mail has to come from Portland to Baker, thence back to Prairie City, and on here. With ordinary connections between Condon and the main line our mail should arrive here approximately at the same time that it arrives now, and in addition to this would give us direct mail connections with Wheeler and Gilliam counties

If this section of road were constructed it would give mail service to a wealthy and more or less thickly settled district, which at present has no mial service other than going into the Dayville postoffice. The John Day highway when constructed is destined to become a main trunk highway, as it is, by 118 miles, the shortest route from Ontario, on the Lincoln National highway to the Columbia river highway at The Dalles.

Nellie Elliott

(Postmistress at John Day, Ore.)

Dayville, Oregon, Oct.15" 1917.

I, J.E.Snow hereby certify that I am the duly appointed postmaster of the post office known as Dayville, Oregon; that I am familiar with the roads over which the United States mail is carried and I further certify that that portion of the road along the John Day River between the forks of the John DayRiver and Dayville, is not at present used as a free delivery route, but submit the following statement giving my opinion as to the feasibility and advantages of establishing a route over this road after the same has been constructed.

That the distance between the points mentioned, is about 25 miles and on a water grade; that the route would be very advantageous to this whole John Day Valley, giving us a more direct mailing route to Portland, where most of our business, and supplies come from; that it would open to the people of a district of about 20 miles, mail facilities, of which they are now deprived; that the present routing of parcel post is by way of Baker, Prairie City, and Canyon City, a distance of approximately 350 miles from Arlington on the main line of railroad: by this new proposed routing, we would be about 150 miles from Arlington, and 110 miles from Condon, the near est railroad point. To the east, our nearest railroad point is Prairie City, 50 miles, and all our WESTERN mail comes through that point? From 200 to 500 pounds of Parcel Postmail comes to this office every day-six days in the week; with the Highway completed, it would be feasible, and better for all mail from the West, consigned to points as far as Canyon City, be over this route.

All the freight for this district, comes from the main line at Baker. Even Portland freight. Therefore our freight rates are from Portland to Baker; from Baker to Prairie City over the Sumpter Valley R.R., whose rates are very high: and then 50 miles by team.

We, of the John Day Valley, can realize the importance of the John Day Highway to our sectionAnd would call further attention to the fact that said Highway would have a water grade of over 100 miles through Grant County, and would shorten the distance between Portland and Ontario, over that of the Railroad, by about 115 miles.

J E Snow

Postmaster at Dayville

I, J. E. Snow hereby certify that I am the duly appointed postmaster of the Postoffice known as Dayville, Oregon. That I am familiar with the roads over which the Unitd States mail is carried and I further certify that the portion of the John Day Highway runnining from Dayville tothe fork of the John Day River is used by the

patrons of this office for the purpose of carrying and receiving their mail, for the entire distance betweenthepoints above stated. Star Route No. 33365.

J E Snow

Postmaster at Dayville, Oregon.

State of Oregon)
)ss
County of Grant)

I, Edith Wyllie, City Recorder for the Town of Dayville, do hereby certify that on this 17 day of Oct. 1917, personally appeared before me, J. E. Snow, to me knowb to be the individual described in and who executed the above instrument, and acknowledged that he executed t the same.

Given under my hand and official seal, this 17 day Oct. 1917.

Edith Wyllie

City Recorder.

Spray, Oregon, Nov. 5th, 1917.

I hereby certify that I am the duly appointed postmaster at Spray, Oregon, and that I have read carefully the attached data submitted by the County Courts of Grant, Wheeler and Gilliam counties, in their request for recognition of the John Day Highway as a post road.

I further certify that I find the representations therein correct, especially as regards the mail service, and I beg leave to call your attention to the following facts, which are of interest to the postal department:

The star route from Fossil to Spray, a distance of 36 miles, is operated at an expense of $1990 per annum, for the first and second class mails with enough parcel post to make up 500 pounds. The parcel post is carried this distance of 36 miles at a cost of 75 cents per hundred.

This rate of 75 cents per hundred is not excessive, owing to the roads over which it is hauled, and during the Winter and Spring months, the mail which is scheduled to arrive from Fossil at 6 p. m. arrives from one to five hours late, and on several occasions, has not arrived until the following day.

With the completion of the proposed road, and the change in mail schedule as suggested, the mail would not have to travel over the adobe hills between Service Creek and Spray, but would be carried on the highway, which follows the natural water course of the John Day River, with no grades exceeding five per cent. As snow does not fall along the river to the depth that it does on the high hills, this route can be traveled by truck service almost the entire year, and will result in a saving to the postal department of from 40 to 50 per cent on parcel post.

When this road is completed, I will recommend a daily mail service between Condon and Dayville, as it is the shortest and the only route which eliminates the mountain grades between the two points, and aside from the local advantages, shortens the distance traveled by mail from Portland to Dayville by over 200 miles.

Under the present schedules, mail comes from Portland to Fossil in one day, and to Spray at 6 p. m. the second day. With this road completed, and the mail schdule adopted as recommended, the mail would come from Fossil to Spray the second day on three or four hours, and go on to Dayville and John Day the second day. This would mean a saving in time of about eight hours on incoming mail to Spray, and of an entire day to Dayville, and the adjacent territory on the upper John Day River.

This road will open up a large territory with undeveloped resources, which will mean a large increase in the amount of all classes of mail that is handled through it, and will result in a material saving to the postal department, particularly on the amount of parcel post, which is growing each year on account of no railroad transportation through this territory.

Since this road is already accepted by the State Highway Commission as one of the main State roads, on account of its being the only pass through the territory on five per cent grades, and on account of a large part of it being on water grade and on soil adapted to good road building, and since its natural location makes it a road that will be greatly used by the Postal Department, it deserves careful consideration by the government as a post road.

D. E. Batter

Postmaster, Spray, Oregon.

# A F F I D A V I T.

State of Oregon)
S. S.
County of Wheeler)

I, David E. Baxter, hereby certify that I am the duly appointed postmaster at Spray, Wheeler County, Oregon.

That I am familiar with the roads over which the United States mails are carried, and I further certify that that portion of the John Day Highway from Condon to Fossil, and from Fossil to the junction of the Spray- Richmond roads, is used for star route mail service, the entire distance from Condon to the above mentioned road junction being about 34 miles.

This Highway from the above mentioned junction to the crossing of the John Day River near the Mouth of Sarvice Creek, a further distance of about seven miles, is also used by the star route from Fossil to Waterman, that part of the John Day Highway from Fossil to the Junction of the Spray- Richmond roads being used by both the star routes from Fossil to Spray, and from Fossil to Waterman.

The construction of this Highway will greatly reduce the cost to the Postal Department of the heavy mail and parcel post service now going over these routes.

David E. Baxter
Postmaster.

Subscribed and sworn to before me in my office in Spray, Wheeler County, Oregon, this 11th day of October, 1917.

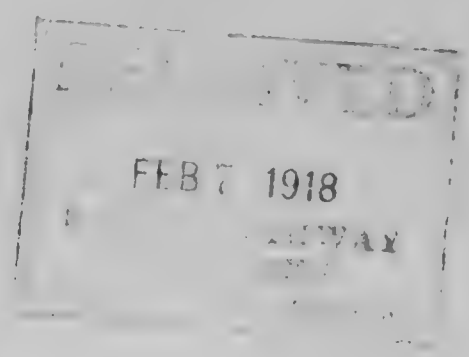
Chas W. Erickson
Notary Public for Oregon.
My Commission expires Sept 16-1918

C

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Engineering
Post Roads-Ore.6

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.




February 6, 1918.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to Oregon Post Road project No. 6, John Day Highway, the point mentioned in my letter of January 14 to you, namely, that in view of changes in the financing of the project, the last page of the project statement would probably better be rewritten, was not mentioned to-day in our conversation. I therefore call your attention to this, and assume that you will wish to substitute in triplicate a new page covering the change indicated in the letter of January 14, and the added amount to be allotted by the State and to be matched by the Federal Government.

Very respectfully,

L. I. Stewes.

District Engineer.

February 6, 1918.

Dr. L. I. Hewes,
District Engineer,
Office of Public Roads,
Portland, Oregon.

Dear Sir:

Confirming our conversation this morning, wish to advise that the State Highway Commission has authorized the setting aside of $25,000 additional for the post road project from Service Creek to Valade's Ranch on the John Day Highway, on condition that the Government meet this sum.

Respectfully,

STATE HIGHWAY COMMISSION.

By

Secretary.

GRR/HI

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 481-Oregon.No. 6

RECEIVED
JAN 15 1918
HIGHWAY

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

January 14, 1918.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I enclose copy of letter dated January 12 from Mr. M. O. Bennett, Assistant State Highway Engineer, regarding post road project No. 6, Service Creek to Valade's Ranch. Upon inspection of this project, I suggested to Mr. Bennett that because sections of the road necessarily will lie in bad ground, even with relocation as planned, some financial provision for partial surfacing be provided. For 48.5 miles of road $50,000 seems the minimum.

I gather from Mr. Bennett's letter that it is Mr. Thompson's suggestion that surfacing be postponed and become a separate project to be paid for from the six million dollar paving fund for the State of Oregon "instead of using more post road money".

Law does not allow funds from 6 cent tax to be used in this county. M.

Cannot this surfacing be made a part of the present project, regardless of the source of the funds? That is, cannot the State pledge itself under Question 21 of the project statement, for $50,000 from the six million dollar bond issue - if it is not desired that the Federal Government contribute on a fifty-fifty basis for this additional item? The point is, and I think you will agree, that it is desirable at this time to make ample provision for a completed and serviceable highway for which the Government is asked to contribute from the post road fund to the amount of $132,301.89.

Sent 1-14-18 M.

You are advised that no certified copies of the necessary resolution appropriating Wheeler County's portion of the joint fund has yet been received. The resolution of January 2 of Grant County appropriates $50,000 instead of $39,000, the amount stated in the original project statement. It seems desirable, therefore, that page 4 of the project statement be rewritten.

Please advise me at your early convenience, as the project statement is now held here only for these matters.

Very respectfully,

R. J. Hayes.

District Engineer.

(COPY)

OREGON STATE HIGHWAY COMMISSION
Pendleton, Oregon, Jan. 12, 1918.

Dr. L. I. Hewes, District Engineer,
Office of Public Roads & Rural Engineering,
Broadway-Yamhill Building,
Portland, Ore.

Dear Sir:

I beg to write once more regarding the additional $50,000 you requested for surfacing sections of the John Day Highway between the mouth of Service Creek and Valades ranch. Today was my first opportunity to take the matter up with Mr. Thompson since the highway commission meeting.

He proposes to cover that item by an appropriation from the $6,000,000 fund instead of using more post road money. He instructs me to write you tomorrow if such arrangements will be satisfactory. If this should receive your approval then page 4 of the project statement as sent in will be correct as you have it.

Kindly advise if this arrangement will be satisfactory and will request of Mr. Nunn a statement to that effect, or would suggest that you take the matter up direct with Mr. Nunn.

Very respectfully,

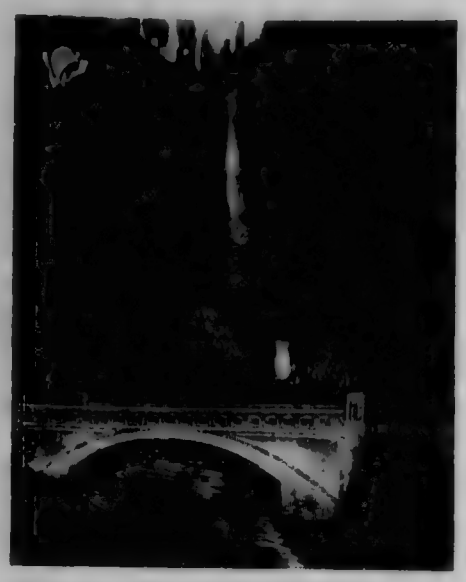
Manch O. Bennett

Assistant State Highway Engineer.

MOB/IB

/ Manchester 8

FORM 4 11-10-17



COLUMBIA RIVER HIGHWAY, MULTNOMAH FALLS

FOR DEPARTMENT CORRESPONDENCE

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
E. J. ADAMS, EUGENE
} COMMISSIONERS

G. ED ROSS, SECRETARY AND AUDITOR

HERBERT NUNN
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1918
HIGHWAY
Oregon

# OREGON STATE HIGHWAY COMMISSION

SALEM

Pendleton, Oregon, Jan. 14, 1918.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Should have written you Saturday relative to the copy of letter to Dr. Hewes which we forwarded to you.

I wrote Dr. Hewes relative to additional funds for surfacing portions of the John Day Highway, between the mouth of Sarvice Creek and Valades Ranch. After he had inspected this project he stated that our plans and the project appeared satisfactory to him, excepting that he suggested and requested that we plan to have surfaced with gravel or otherwise short sections of the road leading through the light material.

You will recall that we stated in the project statement that a graded earth road would be sufficient. I was surprised myself on this last trip to find short sections of this location very muddy, and agree thoroughly with Dr. Hewes that those parts should be gravelled.

He requested that we appropriate $50,000 more to cover this. I took the matter up with Mr. Thompson and he is not agreeable to appropriating further post road funds at present and desires to do this work out of the $6,000,000 fund. Accordingly I wrote Dr. Hewes referring him direct to you.

I believe this explains the situation and if I have not advised you fully on this matter kindly advise.

Very respectfully,

MOB/IB

RECEIVED
JAN 14 1918
STATE HIGHWAY
ENGINEER
Oregon

Pendleton, Oregon, Jan. 12, 1918.

Dr. L. I. Hewes, District Engineer,
Office of Public Roads & Rural Engineering,
Broadway-Yamhill Building,
Portland, Ore.

Dear Sir:

I beg to write once more regarding the additional $50,000 you requested for surfacing sections of the John Day Highway between the mouth of Service Creek and Valdees ranch. Today was my first opportunity to take the matter up with Mr. Thompson since the highway commission meeting.

He proposes to cover that item by an appropriation from the $6,000,000 fund instead of using more post road money. He instructs me to write you tomorrow if such arrangements will be satisfactory. If this should receive your approval then page 4 of the project statement as sent in will be correct as you have it.

Kindly advise if this arrangement will be satisfactory and will request of Mr. Nunn a statement to that effect, or would suggest that you take the matter up direct with Mr. Nunn.

Very respectfully,

Assistant State Highway Engineer

cc Mr. Nunn

January 5, 1918.

Dr. L. I. Hewes,
District Engineer,
Office of Public Roads and Rural Engineering,
Portland, Oregon.

Dear Sir:

I wish to acknowledge receipt of your favor of the 4th instant and the resolution by the Grant County Court.

Respectfully,

State Highway Engineer

GEB-HR.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING,
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 481-Oregon-No. 6

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

January 4, 1917.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I enclose herewith copy of a resolution of Grant County placing at the disposal of the Oregon State Highway Commission $50,000 for the construction of a section of the John Day Highway in Grant County. Three copies of this resolution were received in this office to-day.

A copy of this letter, together with one copy of the resolution, is being forwarded to-day to Mr. M. O. Bennett, Assistant State Highway Engineer, at Pendleton, Oregon.

Yours truly,

L. I. Hewes

District Engineer.

Enclosure

RECEIVED
JAN 5 1918
HIGHWAY
SALEM
OREGON

COUNTY COURT JOURNAL ENTRY - January 2, 1918

IN THE MATTER OF THE CONSTRUCTION )
OF THE JOHN DAY HIGHWAY AND THE )
APPROPRIATION OF FUNDS THEREFOR )

Whereas, the voters of Grant County, Oregon, petitioned the County Court to call a special election for the purpose of voting bonds for the construction of permanent roads, and

Whereas, such election was called and had on June 4th, 1917, at which election such bonds were duly voted for said purpose, and

Whereas, it has been determined by the State Highway Commission of Oregon, to construct that portion of the John Day Highway from Service Creek in Wheeler County, to Valades ranch in Grant County, and that the sum of $339,600.00 will be required to construct said section of road.

Therefore, Be It Resolved, by the County Court of Grant County, Oregon, in consideration of the above, that the sum of $50,000.00 be, and is, hereby, appropriated out of the funds received from the sale of road bonds to be applied in the construction of that section of said road between Service Creek and Valades ranch, which lies in Grant County, and

It is further ORDERED that said sum of $50,000.00 so appropriated be placed in the hands of the State Treasurer of the State of Oregon, subject to the order of the State Highway Commission, hereby granting the State Highway Commission full supervisory authority in the construction of said road.

George Hagmy
County Judge

S. Green
Commissioner

G. C. Conger
Commissioner

State of Oregon )
) ss
County of Grant.)

I, H. W. Powell, County Clerk and Clerk of the County Court of Grant County, Oregon, do, hereby, certify, that the foregoing Resolution of the County Court of Grant County, Oregon, was duly made and signed by said court while in regular session and duly entered in the Journals of said court.

In testimony whereof, I have, hereunto, set my hand and affixed the seal of said court this 2d day of January, 1918.

H. W. Powell
County Clerk

By Bessie Powell
Deputy.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. 481-Oregon-No. 6.

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

January 5, 1918.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

For your information and files I enclose herewith copy of letter dated December 28, 1917, from J. E. Snow, postmaster at Dayville, Oregon, concerning Oregon Post Road project No. 6 (John Day Highway - Sarvice Creek to Valles Ranch). Copy of this letter, with one copy of Mr. Snow's letter, is being sent to-day to Mr. M. O. Bennett, Assistant State Highway Engineer, Pendleton, Oregon.

Very respectfully,

L. I. Hewes.

District Engineer.

Enclosure

(COPY)

Dayville, Oregon
December 28th 1917

Dr. L. I. Hewes,
Portland, Oregon.

Dear Sir,

Supplementing my statement of a few days ago through the Oregon State Highway Commission, relative to the strong probability and necessity of a Post Road and Mail Route being established over that portion of the John Day Highway beginning at a point 5 miles west of Dayville Postoffice and running west to the Grant County line, a distance of 23 miles along the course of the John Day River, I now beg to make a further statement.

The residents of this portion of the proposed route are at present without mail service and are patrons of the Dayville Postoffice, and in some instances travel 15 or even 20 miles to get their mail.

The patrons of this office number between four and five hundred.

My knowledge of conditions and needs is based on 35 years continuous service as Postmaster at Dayville and I am in position to state that "upon construction of the said portion of the John Day Highway, steps will immediately be taken to have established a Mail Route over said portion of the road, connecting with already established routes and that at least 2 post-offices will be established - one at the Junction of the River, now known as Kimberley and the re-establishment of the Basin postoffice"

Yours very truly,

J. E. Snow

Postmaster at Dayville, Oregon.

I, Dora R. Kuhn, duly appointed but not as yet commissioned postmistress at Dayville hereby state that I am familiar with the present conditions and facts as set forth in the above statement and that I conform and endorse the said statement.

Dora R. Kuhn.

FORM 4 11-10-17

COLUMBIA RIVER HIGHWAY, MULTNOMAH FALLS

FOR DEPARTMENT CORRESPONDENCE

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
E. J. ADAMS, EUGENE
} COMMISSIONERS

G. ED ROSS, SECRETARY AND AUDITOR

HERBERT NUNN
STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 1918
STATE HIGHWAY ENGINEER
Salem - - Oregon

# OREGON STATE HIGHWAY COMMISSION

SALEM

Pendleton, Oregon, Jan. 3, 1918.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In answer to the last paragraph of yours of the 29th stating that Dr. Hewes is holding project No. 4, John Day Highway, Fossil to Sarvice Creek for further orders, have taken this matter up again with Mr. Thompson, and in view of the fact that we cannot appropriate funds for 1920-21, and as there is going to be a heavy demand for post road money, he instructs that we withdraw this project inasmuch as we have also submitted the project from the mouth of Sarvice Creek to Valades Ranch.

Dr. Hewes also inquired of me as to the disposition of this project but was unable to answer him.

Trusting this will clear the matter up, I am

Very respectfully,

MOB/IB

Maude O. Bennett

BE IT REMEMBERED, That at a regular term of the County Court of the State of Oregon, for the County of Grant, begun and held at Canyon City, the County Seat, on Wednesday, the 2nd day of January, 1918, the first Wednesday in said month and the time fixed by law for holding a term of said court, there were present:

Hon. George Hagny, County Judge
S. Green, Commissioner
G. C. Conger, Commissioner
H. W. Powell, Clerk
W. W. Howell, Sheriff.

RECEIVED
FEB 22 1918
LIBRARY

Whereupon the following proceedings were had:

In the Matter of the Construction of the John Day Highway, and the appropriation of Funds therefor;

WHEREAS, the voters of Grant County, Oregon, petitioned the County Court to call a special election for the purpose of voting bonds for the construction of permanent roads, and

WHEREAS, such election was called and had on June, 4th, 1917, at which election such bonds were duly voted for said purpose, and

WHEREAS, it has been determined by the State Highway Commission of Oregon, to construct that portion of the John Day Highway from Sarvice Creek in Wheeler County, to Valades ranch in Grant County, and that the sum of $339,600.00 will be required to construct said section of road,

THEREFORE, BE IT RESOLVED, by the County Court of Grant County, Oregon, in consideration of the above, that the sum of $50,000.00 be, and is, hereby appropriated out of the funds received from the sale of road bonds to be applied in the construction of that section of said road between Sarvice Creek and Valades ranch, which lies in Grant County, and

It is further ORDERED, that said sum of $50,000.00 so appropriated be placed in the hands of the State Treasurer of the State of Oregon, subject to the order of the State Highway Commission, hereby granting the State Highway Commission full supervisory authority in the construction of said road.

George Hagny, County Judge
S. Green, Commissioner
G. C. Conger, Commissioner.

Entered at Page 92, of Vol. I,
Journals of the County Court
for Grant County, Oregon.

STATE OF OREGON )
County of Grant ) ss.

I, H. W. Powell - - - - - - - - - - - County Clerk for Grant County, State of Oregon, Ex-officio Recorder and Sustodian of the Records - - - - - - - - - - -

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.-----

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

January 2, 1918.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

While inspecting the porposed Post Road No. 6 - John Day Highway - it seemed advisable to secure additional evidence that the proposed road will be a Post Road within the meaning of the Federal Aid Act. and I enclose copies of three letters from Messrs Knox, Merrill and Baxter, respectively. These letters by the advice of Mr. Bennett, who accompanied me, were addressed directly to me. I am sending him copies.

A supplementary letter from Postmaster Snow at Dayville is expected and a copy of his letter of December 27th is also enclosed.

Trusting that this is in accord with your views, I am

Very respectfully,

L. I. Hewes

District Engineer.

481-Oregon-Post Road Project No. 6

January 2, 1918.

Mr. M. O. Bennett,
Assistant State Highway Engineer,
Pendleton, Oregon.

Dear Sir:

I enclose herewith a copy of each of the letters mentioned below regarding the post road feature of Oregon Post Road Project No. 6 (John Day Highway - Service Creek - Valedas Ranch):

Letter dated December 27, 1917, from J. E. Snow, postmaster at Dayville, Oregon, to the Oregon Highway Commission

Letter dated December 27, 1917, from D. E. Baxter, postmaster at Spray, Oregon, addressed to this office

Letter dated December 28, 1917, from J. Vilott Merrill, postmaster at Monument, Oregon, addressed to this office

Letter dated December 29, 1917, from George W. Knox, contractor on star route No. 73471, addressed to this office.

Yours truly,

L I Hewes

District Engineer.

Enclosures

EF

Fossil, Oregon, Dec. 29, 1917.

Mr. L. I. Hewes,
Portland, Oregon.

Dear Sir:-

Regarding the using of the John Day Highway from Fossil to the Valade ranch below Dayville, I desire to say that I am the contractor on Star Route No. 73471, from Fossil to Spray, Oregon.

If this road is completed before the expiration of my contract, I intend to apply to the Postal Department for leave to travel that part of this road from Fossil to Spray, when hauling loads of parcel post from these points and having an entire load for the Spray office, which will use about 16 miles of the John Day Highway from the forks of the Richmond-Spray road towards the Valade ranch.

My present routing is via Winlock, to Spray. The section of the present road traveled by my schedule from the forks of the Richmond - Spray road to Spray via Winlock, is over adobe hills, which are almost impassable for truck service five or six months of the year, while the John Day Highway when completed, will be a truck road the year around.

At the present time, the road via Winlock is in such condition that it is almost impossible to make schedule time over it, and it requires a four-horse team to haul 1000 to 1200 pounds over it.

When this Highway is completed, the only practical route for the mail from Fossil to Spray, will be over this highway the entire distance between these two points. The Winlock office can be supplied by a short route running from the John Day Highway at the mouth of Alder Creek, which will eliminate to a large extent, the adobe hills on the present route.

This highway will eventually be used from Spray to the Valade ranch, and thence to Dayville for the incoming western mails, as it will shorten the distance now traveled by this mail about 200 miles, and put the route along the river, out of the deep snows in Winter, and eliminate the steep grades and high mountain divides traversed by the present mail routes.

Very respectfully,

( Signed ) George W. Knox

( C O P Y )

Monument, Oregon, December 28, 1917.

Mr. L. I. Hewes,
U. S. District Engineer,
Portland, Ore.

Dear Sir:-

Referring to previous evidence submitted throuth the Oregon State Highway Department for the purpose of showing that the proposed John Day Highway from Sarvis Creek to Valade's Ranch has a reasonable prospect of becoming a post road, allow me to submit the following:

The post office at Monument is of the fourth class and serves now approximately three hundred families. It is about thirteen miles from the proposed highway at the Forks or Kimberly's Ranch.

At present this office is supplied from Canyon City which is fifty-four miles distant. The schedule is for the mail to leave here at five A.M., due at Canyon City at nine P.M., and to leave Canyon City for Monument on the same schedule. Owing to the present conditions of the roads on this route this schedule cannot be observed. The mail usually arrives at Monument after midnight and often as late as four oclock the following morning.

Since it is plain from the above that the practical way for the incoming western mail to be carried is from Fossil over the proposed John Day highway a petition will be circulated in this community and signed by me to have immediately extablished a star route from Spray to Monument, and this route would cover that part of the proposed John Day Highway from Spray to the forks, approximately fourteen miles.

Should the proposed highway be built it would then be practical to bring the eastern mail from Canyon City via Dayville over the highway as far as the forks of the John Day and then to Monument.

It is expected that petitions will be circulated within the next thirty days to provide the new star route from Spray to Monument.

Trusting that this information is pertinent,

Yours truly,

( Signed ) J. Vilott Merrill,
Post Master.

( C O P Y )

Spray, Oregon, December 27th, 1917.

Mr. L. I. Hewes,
U. S. District Engineer,
Portland, Ore.

Dear Sir:-

Replying to your inquiries regarding "Reasonable Prospect" that the United States mail will be carried over the proposed Post Road from Sarvis Creek to Valade's Ranch I submit the following additional information for your consideration: There is now being prepared a petition for a star mail route from the post office at Spray to the one at Monument as a follow up petition to the one already submitted in 1915 and I will sign that perition as the post master at Spray.

This proposed mail route will follow the proposed post road from Spray to the junction of the John Day river a distance of about fourteen miles. As supporting this petition there will be cited the following facts:

First, the distance from Spray to Monument is approximately 28 miles.

Second, Monument is now routed in the third parcels post zone from Spray since mail must go via Arlington and Baker.

Third, the proposed star route will put Monument one zone nearer Portland, Oregon, which is the principal distributing market for the territory involved.

Fourth, Monument merchants now have their parcels addressed to Spray and come after them in order to secure the benefit of the second zone rate and to secure the benefit of the fifty pount limitation to the second zone.

Fifth, Monument farmers must and now do come to Spray to ship their poultry and other produce which is limited to the second zone as perishables. Not less than about six thousand pounds of poultry was shipped from this office during this month of December.

All of which is respectfully submitted.

( Signed ) D. E. Baxter,

Post Master at Spray.

( C O P Y )

To The Oregon State Highway Commission.

I, J. E. Snow, Postmaster at Dayville, Oregon, state the following facts, showing the benefit and value of the John Day Highway, as a post road, when completed, in reference to that portion of said Highway between Dayville, and the Wheeler County line, along the course of the John Day River, 23 miles of which is not now a post road.

The western mail for this section is now necessarily routed via Baker; thence on S.V.R.R. to Prairie City, 80 miles; thence by stage, or motor truck, 14 miles to Canyon City, distributing office. From Canyon City, it comes back, due west, 37 miles to Dayville. And from this office, its patrons comprise the settlers for 28 miles still west and northwest along, and tributary to the river settlement. Five miles of this is now a post road, and connects with the MacKenzie River Highway.

Would call attention to the fact, that the section of country known as "Northern Grant", containing the post-offices of Fox, Trestor, Long Creek, Hamilton, and Monument, also receive their mail through the Canyon City office, and that the present route to these points, from Canyon City, is very rough and mountainous, and at times in winter, almost impassable for heavy loads.

That the Parcel Post to all the section of country mentioned, is mainly from the west, and is very heavy, comprising many tons per week.

The construction of the John Day Highway would inevitably lead to a daily mail route from Condon to Dayville, and routing of western mail, clear through to Prairie City.

The distance shortened over present routing, would be, for Dayville section, approximately 200 to 250 miles.

A mail route from the Wheeler County line, at the junction of the rivers-branches of the John Day River - would, by a very feasible course, supply, at approximately the same saving of distance. "the Northern Grant" country.

This is but a short and incomplete statement of the value to Grant County, of an established mail route on the John Day Highway. It could be elaborated on as to number of people served and probable saving to the Government, in mail lettings.

My knowledge of conditions is based on 35 years of service as Postmaster at this place.

I would like to extend this statement, to include the vast importance the John Day Highway, with the intersection of the McKenzie River Highway, will be to Eastern Oregon, the State, and the Nation; and the place it will take in relieving congestion on the Rail Road, but will confine myself to a postmasters view.

( Signed ) J. E. Snow,

Postmaster at Dayville, Oregon.

Dec. 27, 1917.

( COPY )

591

DECEMBER 24, 1917.

County Court of Wheeler Co.,

Fossil, Oregon.

Gentlemen:

In connection with the project statement for assistance from the State and Government on the John Day River Highway between Service Creek and Valade Ranch, we note that you are to contribute $36,000 for this work.

The Government regulations contain the following requirement, Section 7 of Regulation 4:

> "Where any part of the cost of a project is to be furnished by a county or other local subdivision or subdivisions of a State, the project statement shall be accompanied by certified copy of such resolution or order, if any, of the appropriate local officials respecting the funds which are or will be made available, or respecting the supervision of the construction of the road and of the expenditure of the money provided or to be provided for paying such cost."

It will be necessary for your Court to enter a resolution granting the State Highway Commission full supervisory authority in the construction of the road for which the funds have been made available by resolution. The resolutions should be certified by a competent official with a seal. This action is necessary to comply with the terms of the Act under which the Secretary of Agriculture deals only with the State Highway Department.

Kindly be as prompt as possible with this matter so as not to delay action on this project.

Respectfully,

State Highway Engineer.

CER:VGF
CC M. O. Bennett.
Office of Public Roads & Rural Engineering.

DECEMBER 24, 1917.

County Court of Grant Co.,

Canyon City, Oregon.

Gentlemen:

In connection with the project statement for assistance from the State and Government on the John Day River Highway between Harvies Creek and Valade Ranch, we note that you are to contribute $75,000 for this work.

The Government regulations contain the following requirement, Section 7 of Regulation 4:

> "Where any part of the cost of a project is to be furnished by a county or other local subdivision or subdivisions of a State, the project statement shall be accompanied by certified copy of such resolution or order, if any, of the appropriate local officials respecting the funds which are or will be made available, or respecting the supervision of the construction of the road and of the expenditure of the money provided or to be provided for paying such cost."

It will be necessary for your Court to enter a resolution granting the State Highway Commission full supervisory authority in the construction of the road for which the funds have been made available by resolution. The resolutions should be certified by a competent official with a seal. This action is necessary to comply with the terms of the Act under which the Secretary of Agriculture deals only with the State Highway Department.

Kindly be as prompt as possible with this matter so as not to delay action on this project.

Respectfully,

State Highway Engineer.

CC L. O. Bennett.
Office of Public Roads & Rural Engineering.

DECEMBER 26, 1917.

District Engineer,
Office of Public Roads & Rural Eng'r.,
Portland, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of the 21st inst. and you will find enclosed herewith a letter to Wheeler and Grant Counties which is self-explanatory.

Regarding your last paragraph, you have authority to strike out the statement "or 39% of total cost", in this project statement and in the future this will be left out.

Very respectfully,

State Highway Engineer.

CER:VGP

CC M. O. Bennett,

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. 481-Oregon-No. 6

RECEIVED
DEC 22 1917
WAY
Oregon

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

December 21, 1917.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Supplementing my letter of December 20 regarding project statement No. 6 (John Day Highway - between Service Creek and Valades Ranch), careful examination of the project statement has been made, and your attention is respectfully called to question 23, which evidently was subject to a misinterpretation in your office. Although the State proposed to match federal funds dollar for dollar in an amount of $132,301.89, nevertheless it is also proposed to use in the construction of this road funds from Wheeler County amounting to $36,000.00, and from Grant County amounting to $39,000.00, or a total of $75,000.00 additional. In view of this plan, under Section 7 of Regulation 4 it will be necessary for resolutions in triplicate to be supplied from each of the two county courts involved, and attached to the project statement for transmission to the Washington Office. Section 7 of Regulation 4 reads as follows:

> "Where any part of the cost of a project is to be furnished by a county or other local subdivision or subdivisions of a State, the project statement shall be accompanied by certified copy of each resolution or order, if any,+ of the appropriate local officials respecting the funds which are or will be made available, or respecting the supervision of the construction of the road and of the expenditure of the money provided or to be provided for paying such cost."

The intent of this Regulation is to secure a legal transfer of the county funds to the State disbursing officer, who in this case is stated under question 28 to be the State Treasurer. In addition, the resolution must grant the State Highway Commission full supervisory authority in the construction of the road for which the funds have been made available by resolution. The resolutions should be certified by a competent official with a seal. This action is necessary to comply with the terms of the Act under which the Secretary of Agriculture deals only with the State Highway Departments. It is not anticipated that you will have any difficulty in securing these resolutions, and we are proceeding with an inspection of this project, as indicated by my letter of this date to Mr. Bennett, copy of which is enclosed. If however, you desire that I assist you in any way while at Fossil, I should be glad to do so under your advice. I can not plan, however, to visit Canyon City, but could meet any of the Grant County people at Fossil if you desire such arrangmenents.

+ I.E. where needed as in this case. LdH

UNIT
OF

IN YOUR REPLY PLEASE
REFER TO FILE No. 481-Oregon-

Oregon State
Salem, O

Gentlemen:

Supplem
No. 6 (John D
examination o
respectfully
interpretatio
eral funds do
is also propo
er County amo
$39,000.00, o
under Section
triplicate to
and attached
Office. Sec

"Where a
by a cou
State, t
fied cop
priate l
be made
struction
vided or

The intent of
funds to the
question 28 t
grant the Sta
struction of
olution. The
a seal. This
which the Secr
ments. It is
ing these reso
project, as in
which is enclo
while at Fossi
plan, however,
people at Foss

+ I.E. where nec

Another small item to which your attention is called is the form of the answer to question No. 27. It has been found embarrassing from an accounting standpoint to state the desired Federal Aid in dollars, and also as a per cent of the total cost, as you were advised in my letter of September 24, 1917. For this reason we would request authority to strike out the writing "or 39% of total cost", as such authority from you will obviate the necessity of returning the project statement for such a small change.

Very respectfully,

L. I. Hewes.

District Engineer.

Enclosure

( Copy for information )

December 21, 1917.

Mr. Blanche O. Bennett,
District Highway Engineer,
Pendleton, Oregon.

Dear Sir:-

It is my purpose to inspect Oregon Post Road Project No. 6 on December 27th. My schedule is to arrive at Arlington at 1:35 P. M. on the Condon train, leaving Condon by stage for Fossil at 5:00 P. M. on December 26th.

Please wire me if you can meet me at Arlington or Condon for this inspection; otherwise it will be necessary to postpone it until after New Years.

Very respectfully,

L. I. Rowe,

LIR CWB

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.
December 20, 1917.

The Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:-

Receipt is acknowledged of your letter of December 18, 1917, transmitting in duplicate project statement No. 6, for the construction of the section of the John Day Highway 48.45 miles in length between Service Creek and Valade Ranch. It is noted that another copy of the project statement will be forwarded by Mr. Bennett, your Division Engineer at Pendleton.

Your attention is called to the omission of copies of supporting papers from various postmasters and from the County official of Gilliam, Wheeler and Grant Counties. The making of copies of these papers in this office will possibly delay forwarding these papers to Washington. Action in this office on this project statement will be taken immediately and you will be notified.

Very respectfully,

R. J. Hewes

District Engineer.

DECEMBER 18, 1917.

Dr. L. I. Hewes,
District Engineer,
Office of Public Roads,
Portland, Oregon.

Dear Sir:-

There is transmitted herewith in duplicate, request for co-operative aid, under the Federal Aid Road Act, for that portion of the John Day Highway in Wheeler and Grant Counties from Service Creek to Valade Ranch, which has been duly approved by the State Highway Commission, and I trust that you may be able to expedite action on this project.

Respectfully,

STATE HIGHWAY COMMISSION.

Per

Secretary.

GER:VGF

P. S. Mr. Bennett has been asked to send another complete copy of the above request for co-operative aid, which he will send direct to you.

-G.E.R.

Spray, Oregon, Nov. 5th, 1917.

I hereby certify that I am the duly appointed postmaster at Spray, Oregon, and that I have read carefully the attached data submitted by the County Courts of Grant, Wheeler and Gilliam counties, in their request for recognition of the John Day Highway as a post road.

I further certify that I find the representations therein correct, especially as regards the mail service, and I beg leave to call your attention to the following facts, which are of interest to the postal department:

The star route from Fossil to Spray, a distance of 36 miles, is operated at an expense of $1990 per annum, for the first and second class mails with enough parcel post to make up 500 pounds. The parcel post is carried this distance of 36 miles at a cost of 75 cents per hundred.

This rate of 75 cents per hundred is not excessive, owing to the roads over which it is hauled, and during the Winter and Spring months, the mail which is scheduled to arrive from Fossil at 6 p. m. arrives from one to five hours late, and on several occasions, has not arrived until the following day.

With the completion of the proposed road, and the change in mail schedule as suggested, the mail would not have to travel over the adobe hills between Service Creek and Spray, but would be carried on the highway, which follows the natural water course of the John Day River, with no grades exceeding five per cent. As snow does not fall along the river to the depth that it does on the high hills, this route can be traveled by truck service almost the entire year, and will result in a saving to the postal department of from 40 to 50 per cent on parcel post.

When this road is completed, I will recommend a daily mail service between Condon and Dayville, as it is the shortest and the only route which eliminates the mountain grades between the two points, and aside from the local advantages, shortens the distance traveled by mail from Portland to Dayville by over 200 miles.

Under the present schedules, mail comes from Portland to Fossil in one day, and to Spray at 6 p. m. the second day. With this road completed, and the mail schdule adopted as recommended, the mail would come from Fossil to Spray the second day on three or four hours, and go on to Dayville and John Day the second day. This would mean a saving in time of about eight hours on incoming mail to Spray, and of an entire day to Dayville, and the adjacent territory on the upper John Day River.

This road will open up a large territory with undeveloped resources, which will mean a large increase in the amount of all classes of mail that is handled through it, and will result in a material saving to the postal department, particularly on the amount of parcel post, which is growing each year on account of no railroad transportation through this territory.

Since this road is already accepted by the State Highway Commission as one of the main State roads, on account of its being the only pass through the territory on five per cent grades, and on account of a large part of it being on water grade and on soil adapted to good road building, and since its natural location makes it a road that will be greatly used by the Postal Department, it deserves careful consideration by the government as a post road.

D. E. Baxter

Postmaster, Spray, Oregon.

A F F I D A V I T.

State of Oregon)
S. S.
County of Wheeler)

I, David E. Baxter, hereby certify that I am the duly a pointed postmaster at Spray, Wheeler County, Oregon.

That I am familiar with the roads over which the United States mails are carried, and I further certify that that portion of the John Day Highway from Condon to Fossil, and from Fossil to the junction of the Spray- Richmond roads, is used for star route mail service, the entire distance from Condon to the above mentioned road junction being about 34 miles.

This Highway from the above mentioned junction to the crossing of the John Day River near the Mouth of Service Creek, a further distance of about seven miles, is also used by the star route from Fossil to Waterman, that part of the John Day Highway from Fossil to the Junction of the Spray- Richmond roads being used by both the star routes from Fossil to Spray, and from Fossil to Waterman.

The construction of this Highway will greatly reduce the cost to the Postal Department of the heavy mail and parcel post service now going over these routes.

David E. Baxter
Postmaster.

Subscribed and sworn to before me in my office in Spray, Wheeler County, Oregon, this 11th day of October, 1917.

Chas. H. Durkin
Notary Public for Oregon.
My Commission expires Sept 16-1922

John Day, Oregon,
November 3, 1917.

I, Nellie Elliott, hereby certify that I am, and have been for the past eleven years, duly appointed postmistress of the postoffice known as John Day, Oregon; that I am familiar with the roads over which the United States mails are carried in this county; and I further certify that that portion of the road along the John Day river between the forks of the John Day river and Dayville, is not at present used as a star mail route, but I submit the following statement in support of my opinion as to the advantages to be derived from establishing a mail route over this portion of the road after the same has been constructed.

The distance between the points mentioned is approximately 25 miles, and is the only portion of the projected John Day highway west of this point over which mail is not already carried, with the exception of such portions of it as parallel railroads, over which mail is naturally hauled. Nearly all business of this country is done with Portland, which means that the greater part of the mail arriving at this office is from the west, and if this road were constructed it would put us within 144 miles of Condon, the nearest railroad point to the west, whereas, at present, all our western mail has to come from Portland to Baker, thence back to Prairie City, and on here. With ordinary connections between Condon and the main line our mail should arrive here approximately at the same time that it arrives now, and in addition to this would give us direct mail connections with Wheeler and Gilliam counties

If this section of road were constructed it would give mail service to a wealthy and more or less thickly settled district, which at present has no mial service other than going into the Dayville postoffice. The John Day highway when constructed is destined to become a main trunk highway, as it is, by 118 miles, the shortest route from Ontario, on the Lincoln National highway to the Columbia river highway at The Dalles.

Nellie Elliott

(Postmistress at John Day, Ore.)

OFFICE No. 50203

# UNITED STATES POST OFFICE

CANYON CITY, OREGON

Canyon City, Oregon.
November, 8th. 1917.

I, Charles W. Brown, Hereby certify that I am the duly appointed postmaster at Canyon City, Grant County, Oregon. That I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the road along the John Day River, between the forks of the river and Dayville, is not at present covered with star route mail service or any kind of service, but, submit the following statement, setting forth my opinion as to the feasibility and advantages of establishing a mail route over this road, after the same has been constructed.

That distance between the points mentioned , is about twenty five mileson a water grade; that the route would be very advantageous to the whole John Day Valley, in fact most parts of the County, such a route would be a direct mailing route to Portland, where the most of our business is done, and the starting place of nearly every-thing in the way of supplies of every kind, that it would open to the people of a district of about twenty miles, mail facilities of which they are now deprived; the present routing of most all parcel post is via. Baker and Prairie City, a distance of about 325 milesfrom Arlington on the main line of the railroad; by the proposed new routing, we would be about 185 miles from Arlington, or 145 miles from Condon, the nearest railroad point, should the proposed John Day Highway be constructed, Arlington or Condon, would be our shipping and mailing point for all parcel post, as either of these cities by this direct route would be within the second zone, and the second zone rates of postage and weights would govern, the same as Baker, Oregon at this time. the saving to the people of the most parts of Grant County is the difference of railroad freight from either of these towns to Baker, and would be about $1 per hundred, The John Day Valley is an excellent farming and fruit growing section, at this time one of the most vital questions that confronts the farmer, is direct transportation to the main line for their produce. The construction of the John Day Highway would be another step forward in placing one of the best sections of Oregon in easy reach of our metropolis which is our only real market.

This is the distributing office for Grant County, the parcel post handled through this office is about 90,000 pounds per month and is distributed to all parts of the County, Mount Vernon, Dayville, Long Creek, Hamilton, and Monument, being supplied with 90% of the total amount handled, should the the John Day Highway be constructed and a mail route established the most of the parcel post would be distributed along the line, which would give the people cheaper and better service, because of a shorter and direct route. The said Highway would have a water grade of over 100 miles through Grant County, and would shorten the distance between Portland and Ontario, over that of the railroad, about 118 miles.

Respectfully,

Postmaster, Canyon City, Oregon

OFFICE No. 50203

# UNITED STATES POST OFFICE

CANYON CITY, OREGON

Canyon City, Oregon.
November, 8th. 1917.

I, Charles W. Brown, Hereby certify that I am the duly appointed postmaster at Canyon City, Grant County, Oregon. That I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the road along the John Day River, between the forks of the river and Dayville, is not at present covered with star route mail service or any kind of service, but, submit the following statement, setting forth my opinion as to the feasibility and advantages of establishing a mail route over this road, after the same has been constructed.

That distance between the points mentioned , is about twenty five mileson a water grade; that the route would be very advantageous to the whole John Day Valley, in fact most parts of the County, such a route would be a direct mailing route to Portland, where the most of our business is done, and the starting place of nearly every-thing in the way of supplies of every kind, that it would open to the people of a district of about twenty miles, mail facilities of which they are now deprived; the present routing of most all parcel post is via. Baker and Prairie City, a distance of about 325 milesfrom Arlington on the main line of the railroad; by the proposed new routing, we would be about 185 miles from Arlington, or 145 miles from Condon, the nearest railroad point, should the proposed John Day Highway be constructed, Arlington or Condon, would be our shipping and mailing point for all parcel post, as either of these cities by this direct route would be within the second zone, and the second zone rates of postage and weights would govern, the same as Baker, Oregon at this time. the saving to the people of the most parts of Grant County is the difference of railroad freight from either of these towns to Baker, and would be about $1 per hundred, The John Day Valley is an excellent farming and fruit growing section, at this time one of the most vital questions that confronts the farmer, is direct transportation to the main line for their produce. The construction of the John Day Highway would be another step forward in placing one of the best sections of Oregon in easy reach of our metropolis which is our only real market.

This is the distributing office for Grant County, the parcel post handled through this office is about 90,000 pounds per month and is distributed to all parts of the County, Mount Vernon, Dayville, Long Creek, Hamilton, and Monument, being supplied with 90% of the total amount handled, should the the John Day Highway be constructed and a mail route established the most of the parcel post would be distributed along the line, which would give the people cheaper and better service, because of a shorter and direct route. The said Highway would have a water grade of over 100 miles through Grant County, and would shorten the distance between Portland and Ontario, over that of the railroad, about 118 miles.

Respectfully,

Postmaster, Canyon City, Oregon.

Dayville, Oregon, Oct. 15" 1917.

I, J.E. Snow hereby certify that I am the duly appointed postmaster of the post office known as Dayville, Oregon; that I am familiar with the roads over which the United States mail is carried and I further certify that that portion of the road along the John Day River between the forks of the John DayRiver and Dayville, is not at present used as a free delivery route, but submit the following statement giving my opinion as to the feasibility and advantages of establishing a route over this road after the same has been constructed.

That the distance between the points mentioned, is about 25 miles and on a water grade; that the route would be very advantageous to this whole John Day Valley, giving us a more direct mailing route to Portland, where most of our business, and supplies come from; that it would open to the people of a district of about 20 miles, mail facilities, of which they are now deprived; that the present routing of parcel post is by way of Baker, Prairie City, and Canyon City, a distance of approximately 350 miles from Arlington on the main line of railroad: by this new proposed routing, we would be about 150 miles from Arlington, and 110 miles from Condon, the nearest railroad point. To the east, our nearest railroad point is Prairie City, 50 miles, and all our WESTERN mail comes through that point. From 200 to 500 pounds of Parcel Postmail comes to this office every day-six days in the week; with the Highway completed, it would be feasible, and better for all mail from the West, consigned to points as far as Canyon City, be over this route.

All the freight for this district, comes from the main line at Baker. Even Portland freight. Therefore our freight rates are from Portland to Baker; from Baker to Prairie City over the Sumpter Valley R.R., whose rates are very high: and then 50 miles by team.

We, of the John Day Valley, can realize the importance of the John Day Highway to our section And would call further attention to the fact that said Highway would have a water grade of over 100 miles through Grant County, and would shorten the distance between Portland and Ontario, over that of the Railroad, by about 118 miles.

J E Snow

Postmaster at Dayville, Ore.

I, J.E. Snow hereby certify that I am the duly appointed postmaster of the Postoffice known as Dayville, Oregon. That I am familiar with the roads over which the United States mail is carried and I further certify that the portion of the John Day Highway runnining from Dayville to the fork of the John Day River is used by the

patrons of this office for the purpose of carrying and receiving their mail, for the entire distance between the points above stated. Star Route No. 33365.

J.E. Snow

Postmaster at Dayville, Oregon.

State of Oregon)
)ss
County of Grant)

I, Edith Wyllie, City Recorder for the Town of Dayville, do hereby certify that on this 17 day of Oct. 1917, personally appeared before me, J.E. Snow, to me known to be the individual described in and who executed the above instrument, and acknowledged that he executed t the same.

Given under my hand and official seal, this 17 day Oct. 1917.

Edith Wyllie

City Recorder.

Fossil, Oregon. November 1st, 1917.

Dr. L. I. Hewes,
U. S. District Highway Engineer,
Portland, Oregon.

Dear Sir:

A joint meeting of the County Courts of Grant, Wheeler and Gilliam counties was held in the County Courthouse in Fossil, Wheeler County, Oregon, on the first day of November, 1917, at which there were present representing Grant County, George Hagny, County Judge, and S. Green, County Commissioner; representing Wheeler County, Henry D. Keyes, County Judge, and R. K. Wright and M. Dukek, County Commissioners; representing Gilliam County, George W. Parman, County Judge, and John Maidment, and Sherman Wade, County Commissioners.

This meeting was held for the purpose of showing facts and conditions which would justify the Federal Government in providing funds to assist the State Highway Commission and the said counties in building a portion of the John Day Highway project running through each of the said counties.

After due deliberation the several county courts before mentioned agreed to ask for post road money to match county and state money for work on said project, commencing at Ajax in Gilliam county and running thence to Condon 31 miles, from Condon to Fossil 22 miles, from Fossil to the mouth of Service Creek 23 miles, from Service Creek to Spray 13 miles, from Spray to the Grant County line 12 miles, from the Grant County line to Valadez Ranch 23 miles, from Valadez through Dayville, Mt. Vernon, John Day, and on to Prairie City 54 miles, making a total distance of 168 miles.

On this route the following portions are now used by the U. S. mail service:

| | |
|---|---|
| From Ajax to Condon | 31 miles |
| From Condon to Fossil | 22 " |
| From Fossil to mouth of Service Creek | 23 " |
| From Valadez to Prairie City | 54 " |

aking a total of 120 miles used as a mail route.

The following portions of said road are not at the present time used for U. S. Mail service roads:

| | |
|---|---|
| From Service Creek to Spray | 13 miles |
| From Spray to the Grant County line near the junction of the North Fork with the main John Day River | 12 miles |
| From Grant County line to Valadez | 23 " |

Making a total of 4 8 miles.

It will be seen that 70% of the 168 miles distance in the entire road amounts to 117 6/10 miles and that 120 miles on this road is already covered by U. S. mail service known as Star routes.

It is further submitted by these county courts jointly that when this entire project of 168 miles for which post road money is asked shall be completed , that the entire 48 miles over which there is no mail carried at this time will require mail service to accommodate the people along the line of said portions of said road, as a matter of necessity, and that a daily mail service over the entire road from Condon south will be a reasonable possibility and a natural sequence of the construction of this road, and all the postmasters along the line recommend the establishment of the same, and that Condon will be the natural distributing center for all the territory embraced in this route.

In order that you may appreciate what the people of the several counties think of the necessity of this route, the county courts respectfully submit that the several counties have been making preparations to build this part of the proposed John Day Highway for about two years.

Wheeler County voted a bond issue of $80,000, which was their constitutional limit, of which $60,000 was voted to apply on this John Day Highway within Wheeler County. In addition to this Wheeler County paid the expenses of the State Highway Engineer's force in surveying the road through said County, and

State and County of Wheeler, jointly, recently finished grading Cummings Hill between Condon and Fossil at an expense of approximately $13,000 and the State is at the present time expending $17,000 in macadamizing Cummings Hill.

Grant County voted a bond issue of $140,000, which was their constitutional limit, of which $130,000 is now ready to be turned over to the State and Federal Government to build this Highway through Grant County in co-operating with them as to post roads. In addition to this Grant County has paid the expenses of the State Highway Engineer's force in surveying their road through said county.

Gilliam County has expended on this road between Condon and the Gilliam County line on the John Day Highway, the sum of approximately $40,000 during the past 18 months. At the present time the State of Oregon is expending approximately $20,000 in macadamizing the six miles of road from Condon south. Gilliam and Sherman counties, jointly, have expended $20,000 in building a bridge on the John Day Highway at the mouth of Cottonwood Creek, nine miles from Ajax, which is a part of the project but just beyone the 186 mile embraced in this application.

The County Courts would respectfully call your attention to the fact that this proposed route for which aid is asked does not parallel any railroads, but extends from Prairie City, the terminus of the Sumpter Valley Railway in Grant County, to the terminus of the Condon Branch of the O.W.R.R.& N.CO. at Condon, and that a very large percentage of the traffic is westward, Portland being the principal market, and that from Prairie City to the mouth of Service Creek, a distance of 102 miles, is down the John Day River on a water grade and the soil and location are of a nature to be especially favorable for road building and for an all the year route; snow seldom lies there any length of time.

The State Highway Commission has finished a work

route in Grant County and is now engaged in making a work survey in Wheeler County.

The said County Courts again respectfully call your attention to the fact that this 100 miles for which post road money is asked is part of the John Day Highway project, which is one of the projects adopted by the Highway Commission of the State of Oregon, and that this road commences at Ontario in Malheur County, Oregon, and extends to Prairie City, and thence over the part for which aid is now asked , and thence to connect with the Columbia Highway in Sherman County, and that this John Day Highway shortens the route between Ontario and Portland more than 100 miles over that of any other highway route (see Biennial Report State Highway Engineer John H. Lewis,1916).

The mail and express that now supplies that part of the said route in Grant County known as the John Day Valley comes from Portland by way of Baker City and thence to Prairie City and thence to Canyon City, the distributing point for Grant County, and is there re-distributed to west and north and by the time it reaches Dayville, for instance, it has travelled 491 miles, and, whereas, by rail to Condon from Portland and from Condon to Dayville by the proposed route, it is a distance of only 281 miles.

The fact that the John Day Highway is 100 miles shorter than any other highway route connecting Idaho with The Dalles and Portland, and that said road when constructed can be travelled by automobiles and trucks any day of the year, and that the snow shed is narrower than any other on the divide of the Blue Mountains (having only six miles of deep snow fall on the summit in the National Forest that could easily be kept open to traffic all Winter by one man with a team of two horses) would make this highway one of paramount military importance in case railroad service was obstructed and it were necessary to transport troops in time of war between Oregon and the Eastern States.

[illegible],000 on that part of the proposed [illegible] desired to be adopted as a post road, and has also [illegible] $10,000 on the bridge ac oss the John Day River at Cottonwood. Inasmuch as that part of the John Day Highway extending from Ajax to said bridge is not a mail route, the County of Gilliam promises to expent $20,000 on building a suitable grade from Ajax to said Cottonwood bridge.

The John Day Highway, as surveyed by the State of Oregon, intersects the Oregon Central Highway (Florence to Mitchell) near Dayville, making one highway of these two, on from Dayville to the Idaho line.

A petition has been filed for about two years for a mail route from Spray to Monument, which would be a distance of 34 miles, and 13 of which would be included in this project from Spray to Grant County line. A town site has been surveyed at the Junction of the North Fork with the Main John Day River, about half way between Spray and Monument, and it is expected that there will be a postoffice established soon at this point. The postmasters along the John Day highway as surveyed in Wheeler and Grant counties inform the County Courts that they will recommend that a daily mail service be established from Fossil to Dayville, which would also give Monument, L ng Creek, and Hamilton quicker and better mail service.

The opening of the John Day Highway would make accessible to markets the products of many thousands of acres of rich agricultural lands which are now untilled for the lack of transportation facilities. At the present time hundred of tons of apples and other fruits are rotting on the ground along the proposed highway, which would be bad enough at any time, but is a sinful waste in

time of war when everything possible should be done to save food products of every kind.

COUNTY COURT OF GRANT COUNTY, OREGON

By George Hagny
JUDGE

S. Green
COMMISSIONER

COUNTY COURT OF GILLIAM COUNTY, OREGON

By G. A. Parman
JUDGE

COMMISSIONER

COMMISSIONER

COUNTY COURT OF WHEELER COUNTY, OREGON

By [illegible]
JUDGE

R E Dwight
COMMISSIONER

Mike Dukek
COMMISSIONER

## STATEMENT FROM GRANT COUNTY

Grant County would call attention to the feasibility, importance, and advantages of the John Day Highway from Ajax in Gilliam County to Prairie City in Grant County, as a post road and mail route for the entire dist nce. This highway would be practically valueless to Grant County unless it was opened and constructed from its starting point in Gilliam County; that the section of country through which this proposed route of new construction runs is settled throughout its whole course without a break and for miles on either side; that a star route would accommodate at least fifty families along this route in Grant County; that the agricultural land tributary to said route is approximately 30,000 acres and livestock interests would comprise 25,000 sheep, 3,000 cattle, and 1,000 head of horses. That the State Highway Commission, recognizing the importance of the John Day Highway, has designated it as a State Highway from its connection with the Columbi a Highway in Sherman or Gilliam County to Ontario. That relying on the promise of the State Highway Commission and on the Federal law of financial help in construction of post roads and "reasonable prospects", Grant County bonded itself in the sum of $140,000, all of said money to be applied on the John Day Highway in co-operation with the state and government, and this money is now ready and available to be turned over to the state and government at their option for this work.

COUNTY COURT OF GRANT COUNTY, OREGON.

By George Tagney
JUDGE

S. Kreen
COMMISSIONER

## STATEMENT FROM GILLIAM COUNTY

The John Day Highway runs through Gilliam County for a distance of 44 miles, and from the boundary line between Gilliam and Wheeler Counties, a distance of 14 miles to Condon, it runs through the best farming section of the county and furnishes an outlet for Wheeler and Grant Counties. Many thousands of tons of wheat and other farm products are hauled over this road each year, besides the immense amount of merchandise and mail that is hauled over this portion of the road, to the interior south of Gilliam County, and thousand of head of cattle, sheep, and hogs are brought to market from the interior. This road does not parallel any railroad and furnishes a means of transportation for all that country south of Condon.

From Condon the highway runs north and west to the John Day River at the mouth of Cottonwood Canyon, on the shortest route possible to The Dalles, through the town of Wasco in Sherman County; at the mouth of Cottonwood, Gilliam and Sherman counties this year erected a splendid steel bridge across the John Day River at a cost of $30,000 and are building a good grade up Cottonwood Canyon to Ajax. This road from Condon to the bridge at the mouth of Cottonwood is a U.S. mail route for a distance of 20 miles to the Ajax postoffice; this road also passes through one of the best farming districts in the county, and splendid wheat fields line both sides of the road the entire length from Condon to the head of Cottonwood Canyon. Over fifty families are now supplied with way mail along the route from Condon to Ajax.

A great number of the farmers living in this section haul their grain across the river to the station of Hay Canyon, in Sherman County, where they can make the trip in one day, whereas it takes them two days to haul the same load to Condon, and this road when built will make a short route to The Dalles and Portland through the farming section; it will be a good road and will make a short haul for the farmers living in the western portion of the county, and would be a great convenience to them as well as to the general travelling public.

John W. Maidment
COMMISSIONER

COUNTY COURT OF GILLIAM COUNTY
By G. W. Parman
JUDGE

COMMISSIONER

## STATEMENT FROM WHEELER COUNTY

On the John Day Highway route as surveyed by the State of Oregon, Wheeler County has 30 miles (from Gilliam County line to mouth of Service Creek) over which U. S. mails are carried and 25 miles (from mouth of Service Creek to the Grant County line) over which no mails are carried at the present time.

From the mouth of Service Creek to Spray, a distance of 13 miles, on the new construction there are 28 families living within a distance of four miles of the highway who would be served with way mail sacks if a mail route were established there. And from Spray to Grant County line, a distance of 12 miles, there are 30 families living within a radius of four miles to the highway route, who would be served.

The construction of this highway through Wheeler County would result in the production of a large increase of food stuffs by providing transportation at a reasonable price. The present route from Service Creek to Spray is over very heavy mountain grades, much of it through adobe mud of such nature that the road is practically closed to auto traffic for six months in the year. The new construction is all along the river bank on an easy water grade, the soil being of a dry nature and suitable for constructing a road which could be used by autos and trucks every day in the year, and its completion would more than cut the freight rates in two. Last year the Gilman-French Land & Livestock Company, whose lands are on Service Creek, produced 20,000 bushels of wheat and in hauling a part of this wheat to market four 8-horse teams were able to make only one mile in six hours. It being unprofitable to market wheat under such conditions the Company fed the bulk of it to hogs. On an average it cost them $300.00 to haul a carload of 18,000 lbs. of hogs from their ranch to Condon, a distance of 35 miles, and this without allowing anything whatever for keeping the horses the year around in order to be able to haul the hogs, and the cost of feeding them being approximately $3,000 a year, and not taking into account the investment of $3,300 the price of the horses themselves. This hauling could all be done with trucks if the new

...re constructed. On a good road such as the proposed John Day Highway the freight from their ranch to Condon would probably not exceed $100 a carload of hogs.

On a smaller scale there are many other farms laboring under the same disadvantages whose production of agricultural crops would be doubled and even trebles by the construction of such highway. The Court knows of several farm projects as large as 500 acres each, of virgin sod, whose owners plan to put them into cultivation immediately upon the completion of this highway.

The only settlement between Service Creek and Spray is that of Winlock, which has already petitioned the County Court for a new road down Alder Creek to connect with the John Day Highway. When this line is completed it should not cost the Government more than one half the present price to transport parcel post from Fossil to Spray. Should it be suggested that the Government might better improve the present road rather than build the new route as proposed between Service Creek and Spray, the County Court would call attention to the fact that the State Highway Engineers have examined both routes and decided on the proposed John Day Highway as being the more feasible one, and that all the county bonds that can be voted have been voted and designated to build the proposed road and cannot be legally used upon the old or present route, and there is no possible prospect of co-operation between the county, state and government in improving the present travelled mail route.

When the new construction is completed from the mouth of Service Creek to Spray, a new adjustment will be necessary so that the mails will be carried over the new route at a saving of time and expense. A postoffice should and probably will be established at the mouth of Service Creek on the John Day on the new route from Fossil to Spray, which would be a distributive office for a route commencing at the mouth of Service Creek and extending to Richmond and Waterman which now are supplied from Fossil, and would be a saving of 20 miles on the route. By running another route from the mouth of Service Creek to Winlock (the only postoffice between Fossil and

Spray) would require a road extending from the mouth of Service Creek up to the John Day Highway two and three quarter miles, and thence up Alder Creek to Winlock eight miles, would make a total mileage of 10¾ miles, and make a net saving of 12½ miles in proposed new arrangement. A new road is being constructed from Winlock down Alder Creek eight miles in order to connect with the John Day Highway and make a water grade, and a road that can be travelled the year round to advantage.

The following figures will serve to show the importance of the road between Condon and Fossil:

The Fossil Mercantile Company, one firm in Fossil, in the six months ending October 1st, 1917, hauled 1,484,817 lbs. of freight over this road.

The Fossil Livery & Feed Co. have hauled over this road over two million lbs. of freight during the past year.

For the year ending October 1st, 1917, there had been 1,115,[illegible] lbs. of mail matter transported over this road.

Besides this practically all the freight that comes to the towns of Spray, Winlock, Richmond and Waterman is hauled over this road.

COUNTY COURT OF WHEELER COUNTY, OREGON

By Henry Hayes
JUDGE

R E Wright
COMMISSIONER

Mike Durek
COMMISSIONER

...rises five pages.

...D. E... and R. E.
U. S. ...pt. of Agr.

Form No. PR. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE)

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission

constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 19 ..... The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road ..... John Day Highway
2. Located between Ajax, Gilliam and Prairie City County of Grant. County
3. Distinguishing marks on sketch plan to identify project Condon, Fossil, Spray, Dayville, John Day and Prairie City.
4. Points of beginning and ending Ajax beginning---Prairie City ending.
5. Length (gross) 168 miles (net) 158.5 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route & ~~star~~ route/ 98 ; miles of project used as a star route 120 ; miles of project not used as either rural or star route 48

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction See attached report.

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None.

9. Tolls collected on roads or bridges on this project, if any None.

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1) ~~Trunk~~ State Highway. Ranks third in importance in present highway development.

11. Purpose to be served by project Will open up immensely productive country, at present with very poor transportation facilities. Will serve both through and local traffic. See attached report.

12. Improved roads adjacent or contiguous and type of each See improved sections on map near Condon and Fossil grade completed and macadam being laid at present.
(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Through and local traffic. See attached report.

14. Description and present condition of traveled way. About 10 miles in good condition, about 30 miles fair and remainder very poor.

15. Width of existing right of way 40 to 100 feet.

16. Proposed width of surfacing. No surfacing required on the road.

17. Proposed type of construction Graded earth road.

18. Location, nature, and extent of deposits of local materials suitable for use on this project

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet See Attached sheet.

North fork John Day Approximately 120 feet.
Goose Rock Bridge about 10 mi. west Dayville, approx 100 ft.
South Fort John Day, approx 80 ft .
John Day River 1 mile east of Dayville, approx 100 ft.
John Day River about 5 mi. West of Mt. Vernon.
Present bridge may be repaired.
John Day River 2 miles West of Mt. Vernon, present bridge may be repaired.
John Day River 1 mile east of Mt. Vernon.
Present bridge may be repaired.
John Day River 4½ miles west of Prairie City.
Present bridge may be repaired.

[illegible] control of and responsibility for (a) construction and (b) maintenance

Construction, State Highway Commission, Maintenance, State Highway Com.

21. State's share of cost of construction to be provided by

Sale of bonds under Chap. 175 Laws of 1917. Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act. The State will co-operate to the extent of 50 per cent of the actual expense of the project.

23. List of certified copies attached hereto of resolutions or orders, as required by Sec. 7 of Reg. 4 of the Secretary of Agriculture.... Government's funds will be matched entirely from State Highway funds under control of Oregon State Highway Commission.

24. Preferred order for this project with regard to other projects contemplated Have no particular preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by M. O. Bennett Date November 22, 1917.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| | Cu. yds. | Excavation, % Rock | | |
| | Sq. yds. | Surfacing of | | |
| | | Structures under 20′ span | | |
| | | Other items: | | |
| | | | | |
| | | | | |
| | | Structures over 20′ span | | |
| | | | Subtotal, | |
| Length, | miles. | | | |
| Cost, $ | per mile. | 10% Engineering and Contingencies, | | |
| | | Total, | | 544,000 00 |

This estimate approved by:

(Title) Herbert D. Comm State Highway Engr.

26. Percentage of estimated cost desired from Federal Government 50 %

Amount, $ Approximately $272,000.00

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project

30. Additional remarks: For a number of years to come a commonearth road well graded and drained, will be sufficient in this part of the state to accommodate all travel.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By L Benson

CHAIRMAN
(Title of officer.)

By J T Thompson

COMMISSIONER
(Title of officer.)

By

(Title of officer.)

pages.

O. P[illegible] and R. E.
U. S. Dept. of Agr.

Form No. PR. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE)

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 19.... The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road John Day Highway
2. Located between Ajax, Gilliam and Prairie City County of Grant. County
3. Distinguishing marks on sketch plan to identify project Condon, Fossil, Spray, Dayville, John Day and Prairie City.
4. Points of beginning and ending Ajax beginning---Prairie City ending.
5. Length (gross) 168 miles (net) 158.5 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route & star route 98 ; miles of project used as a star route 120 ; miles of project not used as either rural or star route 48

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction See attached report.

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None.

9. Tolls collected on roads or bridges on this project, if any None.

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1) State Trunk Highway. Ranks third in importance in present highway development.

11. Purpose to be served by project Will open up immensely productive country, at present with very poor transportation facilities. Will serve both through and local traffic. See attached report.

12. Improved roads adjacent or contiguous and type of each See improved sections on map near Condon and Fossil grade completed and macadam being laid at present.
(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Through and local traffic. See attached report.

14. Description and present condition of traveled way About 10 miles in good condition, about 30 miles fair and remainder very poor.

15. Width of existing right of way 40 to 100 feet.

16. Proposed width of surfacing No surfacing required on the road.

17. Proposed type of construction Graded earth road.

18. Location, nature, and extent of deposits of local materials suitable for use on this project

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet See Attached sheet.

North fork John Day Approximately 120 feet.
Goose Rock Bridge about 10 mi. west Dayville, approx 100 ft.
South Fort John Day, approx 80 ft.
John Day River 1 mile east of Dayville, approx 100 ft.
John Day River about 5 mi. West of Mt. Vernon.
Present bridge may be repaired.
John Day River 2 miles West of Mt. Vernon, present bridge may be repaired.
John Day River 1 mile east of Mt. Vernon.
Present bridge may be repaired.
John Day River 4½ miles west of Prairie City.
Present bridge may be repaired.

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

Construction, State Highway Commission, Maintenance, State Highway Com.

21. State's share of cost of construction to be provided by

Sale of bonds under Chap. 175 Laws of 1917. Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act. The State will co-operate to the extent of 50 per cent of the actual expense of the project.

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec.5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act , and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the FederalAid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, [redacted], duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September [illegible], 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Secretary.

23. List of certified copies attached hereto of resolutions or orders, as required by Sec. 7 of Reg. 4 of the Secretary of Agriculture Government's funds will be matched entirely from State Highway funds under control of Oregon State Highway Commission.

24. Preferred order for this project with regard to other projects contemplated Have no particular preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by M. C. Bennett Date November 22, 1917.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| | Cu. yds. | Excavation, % Rock | | |
| | Sq. yds. | Surfacing of | | |
| | | Structures under 20′ span | | |
| | | Other items: | | |
| | | | | |
| | | | | |
| | | | | |
| | | Structures over 20′ span | | |
| | | | Subtotal, | |
| Length, miles. | | | 10% Engineering and Contingencies, | |
| Cost, $ per mile. | | | Total, | 544,000 00 |

This estimate approved by:

(Title)

26. Percentage of estimated cost desired from Federal Government 50 %

Amount, $ Approximately $272,000.00

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project

30. Additional remarks: For a number of years to come a commonearth road well graded and drained, will be sufficient in this part of the state to accommodate all travel.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By S. Benson

CHAIRMAN
(Title of officer.)

By [illegible]

COMMISSIONER
(Title of officer.)

By

(Title of officer.)

...prises five pages.

1

O. ... R. and R. E.
U. S. Dept. of Agr.

Form No. FR. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE)

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 19 ..... The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road ..... John Day Highway
2. Located between Ajax, Gilliam and Prairie City County of Grant. County
3. Distinguishing marks on sketch plan to identify project Condon, Fossil, Spray, Dayville, John Day and Prairie City.
4. Points of beginning and ending Ajax beginning---Prairie City ending.
5. Length (gross) 168 miles (net) 158.5 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route & star route/ 98; miles of project used as a star route 120; miles of project not used as either rural or star route 48

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction See attached report.

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None.

9. Tolls collected on roads or bridges on this project, if any None.

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1). State Trunk Highway. Ranks third in importance in present highway development.

11. Purpose to be served by project Will open up immensely productive country, at present with very poor transportation facilities. Will serve both through and local traffic. See attached report.

12. Improved roads adjacent or contiguous and type of each See improved sections on map near Condon and Fossil grade completed and macadam being laid at present.
(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Through and local traffic. See attached report.

14. Description and present condition of traveled way. About 10 miles in good condition, about 30 miles fair and remainder very poor.

15. Width of existing right of way 40 to 100 feet.

16. Proposed width of surfacing No surfacing required on the road.

17. Proposed type of construction Graded earth road,

18. Location, nature, and extent of deposits of local materials suitable for use on this project

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet. See Attached sheet.

North fork John Day Approximately 120 feet.
Goose Rock Bridge about 10 mi. west Dayville, approx 100 ft.
South Fort John Day, approx 80 ft .
John Day River 1 mile east of Dayville, approx 100 ft.
John Day River about 5 mi. West of Mt. Vernon.
Present bridge may be repaired.
John Day River 2 miles West of Mt. Vernon, present bridge may be repaired.
John Day River 1 mile east of Mt. Vernon.
Present bridge may be repaired.
John Day River 4½ miles west of Prairie City.
Present bridge may be repaired.

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

Construction, State Highway Commission, Maintenance, State Highway Com.

21. State's share of cost of construction to be provided by

Sale of bonds under Chap. 175 Laws of 1917. Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act. The State will co-operate to the extent of 50 per cent of the actual expense of the project.

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec.5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec, 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act , and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the FederalAid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, ~~C. A. Ross~~ Herbert Nunn, duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Herbert Nunn

Secretary.

24. Preferred order for this project with regard to other projects contemplated Have no particular preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by H. O. Bennett Date November 22, 1917.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| | Cu. yds. | Excavation, ....% Rock | | |
| | Sq. yds. | Surfacing of | | |
| | | Structures under 20′ span | | |
| | | Other items: | | |
| | | Structures over 20′ span | | |
| Length, | miles. | | Subtotal, | |
| Cost, $ | per mile. | 10% Engineering and Contingencies, | | |
| | | | Total, | 544,000 00 |

This estimate approved by:

(Title) Herbert Nunn
State Highway Engr.

26. Percentage of estimated cost desired from Federal Government 50 %

Amount, $ Approximately $272,000.00

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project

30. Additional remarks: For a number of years to come a nomenearth road well graded and drained, will be sufficient in this part of the state to accommodate all travel.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By S. Benson

CHAIRMAN
(Title of officer.)

By

COMMISSIONER
(Title of officer.)

By

(Title of officer.)

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Sec.5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 257 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act , and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the FederalAid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, [signature], duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

[signature]

Secretary.

CONTRACT#169,393

149 393

PR-18 Salem-Dallas 1921-1922

December 14, 1922

Aetna Casualty & Surety Company,
c/o McGargar, Bates & Lively, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to the W. H. Dennis Construction Company on contract No. 393, for 7.5 miles of grading and paving on the Brunks Corner-Dallas Section of the Salem-Dallas Highway in Polk County.

This payment will be made on or after December 24, 1922.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JMcF:EM

Bureau of Public Roads,
Portland, Oregon.

P. R. 18

Gentlemen:

Reference is made to final voucher in the amount of $6,476.34 transmitted to you July 16th, 1922 on the Salem - Brush's Corner Section, Oregon Project No. 18. You will recall that this voucher has been held by your office pending the satisfactory improvement of the shoulders.

The State Highway Commission has authorized an expenditure of approximately $10,000 for this work and this amount has been definitely set aside. Work is now under way and will be carried to completion as soon as possible.

As we intend to close our books for the present biennium early in November, and desire to complete our accounting on projects up to and including No. 53 prior to that time, it is requested that the final voucher be passed for payment in the near future in order that the warrant may be received during the month of October.

It is called to your attention that any payment received on the project after the close of the biennium will have to be carried on all our records and reports for the ensuing two years.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

JWD:AP

PR-1

June 19, 1922

County Court of Polk County,

Dallas, Oregon.

Gentlemen:

I am handing you herewith three copies of an agreement which relates to the indebtedness of Polk County on the West Side Pacific Highway and on the Salem-Dallas road.

Very truly yours,

Secretary.

RAK:HM
Encls.

R.H.K. 2/7/21

Drainage work mentioned in last P of my letter of Aug 24 attached, is not yet done.

I think McKesson would be glad to include that work in part of the Coop. project. I plan to put Locey on that work as soon after he finishes at Newberg as practicable. Suggest request for final payment from Bureau P.R. be held until completion of the drainage work

W.D.

August 24, 1921
File:

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Mr. Purcell:

Acknowledging receipt of yours of the 18th, relative to the Salem-Dallas Highway, Oregon Federal Aid Project No. 18:

I wish to advise that arrangements have been made for the repair of this pavement, of which there is a considerable amount to be done, and will be undertaken in the near future. A pavement repair gang has been organized and is now at work on the Newberg-Multnomah County line Section and will be transferred to the Salem-Dallas Highway immediately upon completion of their present work.

Additional drainage work along the lines you mention similar to that now under way on the Newberg-Multnomah County Line Section, is also planned for the Salem-Dallas Highway, and it is expected this will be completed before winter.

Very truly yours,

Division Engineer.

WDC:MK

S H&P

$6,476.34

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

REFERRED TO
Clark
BY H. N.

RECEIVED
AUG 19 1921
STATE HIGHWAY ENGINEER

August 18, 1921

State Highway Commission,

Salem, Oregon.

ANSWERED
W. D. CLARK

Gentlemen:

An inspection of Oregon F. A. project No. 18 was made with the idea of finalling the project.

The shoulders were found to be in much the same unsatisfactory condition which was called to your attention last spring. There is evidence of work having been done on the shoulders on the first two miles from the east end of the job and in spots on the remainder of the project. However, there are still many places where the shoulders are either high, low, narrow, loose or composed largely of over size. The slopes to the ditches and the ditches themselves could be much improved. This project does not compare favorably with other state projects as to shoulders, ditches and slopes, and drainage and soil conditions are much worse here than in most places.

Quite a number of conspicuous shoulder breaks in the pavement have developed lately on the last two or three miles of the project. These should be repaired before wet weather sets in, and that will not be long now.

It would seem to us that this project should be gone over thoroughly and placed in first class condition as you are doing with many of your other projects, notably the Corvallis North and the Rex Tigard Sections of the West Side Highway. Please let us have your views on this matter.

Yours very truly,

District Engineer.

December 2, 1921

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you that it is the intention of the Highway Commission to make final payment to Oscar Huber on his contract No. 169, more definitely described as the grading and paving of the Salem-Dallas Section of the Salem-Dallas Highway in Polk County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

- Secretary.

EM

Oct. 10, 1921

Mr. Oscar Huber,
227 Sherlock Bldg.,
Portland, Ore.

File 27 PA

Dear Sir:

In connection with the final estimate for your contract No. 169 on the Salem - Dallas Highway, I find that as yet there is on file no confirmation of the agreement arrived at between yourself and the writer some time ago covering prices for culvert pipe installed but not covered by your original contract.

These prices according to the memorandum made at the time, were as follows:-

| | | |
|---|---|---|
| 8" pipe | @ | $1.15 per ft, |
| 10" pipe | @ | 1.20 " " , |
| 16" pipe | @ | 2.25 " " . |

This final estimate is complete and will be put through for payment at once.

For the completion of our records and proper auditing of the final estimate by the Secretary of State, please confirm the above prices in writing.

Very truly yours,

Division Engineer.

WDC:ETH

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

October 5, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate to cover Oregon Federal Aid project No. 15 have been executed. Enclosed herewith is an original copy of the agreement and certificate for your files.

Yours very truly,

Acting District Engineer.

Oregon Project No. 18, Federal Aid Road Act,
July 11, 1916 (39 Stat. 355).

## MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 6, 1919, by the State Highway Department of the State of Oregon, and on August 26, 1919, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on March 10, 1921, by the said State Highway Department, and on February 19, 1921, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon Project No. 18; and

WHEREAS: The State Highway Department of the State of Oregon has requested that the length of the project be reduced from 13.07 miles to 5.53 miles, and by reason thereof that the approved estimated cost be decreased from $352,816.75 to $145,209.74, and that the Federal funds approved and set aside to the credit of said project be decreased from $176,408.37 to $72,604.87:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department of the State of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventy-two thousand, six hundred and four and 87/100 dollars ($72,604.87) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

DIVISION OF PUBLIC ROADS
AUG 13 1921
RECEIVED

(Amendment of Certificates of Approval of Plans, Specifications, and Estimates, Execut[illegible] Aug. 26, 1919, and February [illegible] to cover Oregon Federal Aid Proje ct No. 1e.)

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+00 at west end of Salem Bridge across Willamette River, and survey station 291

..... locally known as Salem-Dallas Highway, Polk County and designated in the records of this Department as Project No. 18, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $145,209.74 in lieu of $176,408.37 approved by certificates of August 26, 1919, and Feb. 19, 1921 as the total estimated cost of said project, and the sum of $72,604.87/ as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 20th day of September one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. W. Ball
Acting *Secretary of Agriculture.*

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON
8/8/21

STATE HIGHWAY ENG

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION MR. CLARKE:

Dear Sir:

We received and noted your letter of July 13 and the accompanying memoranda concerning our claim in connection with the cancellation of our contract for the construction of the Salem-Dallas Highway.

Before replying to your comments on different items of our claim we wish to remind you that work on this contract was suspended at the request and for the benefit of the Commission, and that when the controversy arose between the Commission and Polk County which caused the former to desire to suspend such work we unhesitatingly complied with its request so to do and expressed our willingness to handle the contract in any reasonable way that would harmonize with its contentions and efforts in that controversy, and that our original understanding with Commissioners Benson and Kiddle was for a cancellation on more favorable terms to us than those contained in the executed Agreement of February 14, 1921, and that from the beginning to the end of this matter we have aimed to accomodate and cooperate with the Commission and have not urged technicalities or stood on any strict legal rights. And for these reasons we would respectfully suggest that our claim should be considered in a fair and liberal manner and the purpose and spirit of our arrangements be given due weight in passing on such claim; and we believe Mr. Nunn and Mr. Klein, who are familiar with the history of the matter, will concur with our views in this regard.

Item 1 - Watchmen Expense.

You may be technically correct in your contention that under the Agreement of February 14th the original contract was automatically cancelled on March 5th; but about that time negotiations were begun looking to our completing the work called for by the original contract and while those negotiations were pending we had to keep our plant intact and in shape for prompt resumption of operations and that necessitated our retaining our watchman at the plant site until it was definitely decided

O.K. I would concede their point on this item W.D.C.

that we were not to complete that work. As a matter of fact, our watchman was retained for some time after May 1st but we only ask the Commission to reimburse up to the time it was finally determined that we would not resume operations. Furthermore, our watchman was the only person in charge of the Commission's asphalt up to May 1st and it would probably have been incurring some expense in looking after this asphalt between March 5th and May 1st if he had not been on the job. For these reasons we feel your sense of fairness will prompt you, upon reconsideration, to approve our charge for watchman as made.

Item 2 10/21/21

Discussion of Nunn's statement of the matter discussed with Mr. Klein and directed to submit "moving" basis only and approve the claim on the basis submitted i.e. including cost of dismantling - this both because of difficulty of separating & fully because the work done is reasonable claim under settlement.

WDC.

Item 2 - Moving Plant.

We feel that you in your construction of Ite That construction is certai understanding of the result Mr. Klein which preceded an Agreement. Our plant was i position there was changed Rickreall for use on the se the latter point; but at th section was first suspended any suggestion that we shou anything less or other than from the location and posit cation and position it was of our work occurred; and w of compensation was in the sentatives of the Commissio prior to or negotiated the 14th. That shifting or mov ly included the labor of di articles comprised in the p Eola on to the trucks that aside from the understandin execution of that Agreement the circumstances -- it cou use of the word "moving" in be paid only that part of the cost of shifting the plant which began after the trucks were loaded and their wheels began rolling towards Rickreall and ceased when the trucks reached and their wheels stopped rolling at that destination. We got no use of or benefit from the plant at Rickreall; and when it was finally determined that we should not complete the work we had to again shift the plant from its location and position at Rickreall. For the latter shift, which included the expense of loading and hauling about one and one half miles to the railroad station and un-

This should be submitted to the Board - the claim however be segregated if possible to show cost of moving from cost of dismantling

10/15/21 Inspected Hubbard records and find anything like exact segregation impracticable - satisfied of correctness of total claim WDC

Mr. H.

that we w.
our watchma
only ask tha
finally deter
thermore, our
Commission's asp
been incurring se
tween March 5th an
For these reasons we
you, upon reconsidera
as made.

ve
be-
job.
l prompt
for watchman

Item 2 - Moving Plant.

We feel that you are entirely too strict and technical in your construction of Item (2) of the Agreement of February 14th. That construction is certainly not in accordance with our clear understanding of the result of our conference with Mr. Nunn and Mr. Klein which preceded and was intended to be expressed in that Agreement. Our plant was in place at Eola. Its location and position there was changed to a new location and position at Rickreall for use on the section of the highway to be worked from the latter point; but at the Commission's request our work on that section was first suspended and then abandoned. There was never any suggestion that we should receive, in event of abandonment, anything less or other than what it cost us to shift the plant from the location and position it had been in at Eola to the location and position it was in at Rickreall when the suspension of our work occurred; and we cannot believe that any other basis of compensation was in the minds of any of the members or representatives of the Commission with whom we discussed the matter prior to or negotiated the terms of the Agreement of February 14th. That shifting or moving -- call it what you may -- clearly included the labor of dismantling involved in getting the many articles comprised in the plant from their several positions at Eola on to the trucks that transported them to Rickreall. And, aside from the understanding which preceded the preparation and execution of that Agreement, we do not think that -- under all the circumstances -- it could be successfully contended that the use of the d "moving" in that Agreement means that we were to be paid o. hat part of the cost of shifting the plant which began afte the trucks were loaded and their wheels began rolling towards Rickreall and ceased when the trucks reached and their wheels stopped rolling at that destination. We got no use of or benefit from the plant at Rickreall; and when it was finally determined that we should not complete the work we had to again shift the plant from its location and position at Rickreall. For the latter shift, which included the expense of loading and hauling about one and one half miles to the railroad station and un-

loading from the trucks and loading on the cars there, we -- of course -- make no claim against the Commission. We herewith hand you a corrected bill showing that the cost and expense of moving or shifting the plant from Eola to Rickreall was $3,183.62.

Item 3 - Handling Asphalt

The bid on which the original contract was awarded us was based on the Commission's proposition to furnish us asphalt at a certain price f.o.b. cars at railroad station. The cars were consigned and billed to the Commission in our care; but the asphalt did not become ours until actually used on the job and out of each estimate the Commission retained the amount due it for asphalt used during the period covered by such estimate. The custom was for us to unload the cars at the station as convenient and haul the asphalt from the station to our plant as convenient; and often we would have to pile the asphalt at the station and send trucks for it later. Under these arrangements asphalt was shipped to Derry on which we were to draw for the work to be done from our plant at Rickreall. We unloaded all the asphalt from the cars at Derry. Part was hauled by truck to our plant and part was left at Derry; but, though none of it was actually used by us or ever became our property because our work was first suspended and finally abandoned at the request and for the benefit of the Commission, we paid the entire expense of unloading at Derry and piling at Derry and hauling from Derry to our plant. The purpose of Item 3 of the Agreement of February 14th was to reimburse us for this expense and for all of it; and we did not stop to carefully scrutinize and analyse the wording of the Agreement when Mr. Devers prepared and submitted the same for execution because we never suspected, and we do not now believe, anyone connected with the Commission intended or really wishes us to be out anything for handling its asphalt in the manner above indicated; and we feel that we are, independent of this Item 3 of the Agreement, entitled to reimbursement for all we so disbursed -- whether the particular labor be for unloading cars or piling barrels or loading trucks at Derry or transporting from Derry to our plant at Rickreall or unloading trucks or piling barrels at the latter place. We herewith hand you a corrected bill showing that the cost and expense of handling this asphalt was $1592.31.

Item 4 - Interest on Retained Percentage

We note you have no objection to this item. In this connection let us remind you that this interest will have to be recomputed to date this retained percentage is actually paid; and we would appreciate it if you could allow us interest on the amount of the items we are entitled to under the Agreement of February 14th.

Item 5 - Royalty for Gravel

We do not mean to relinquish our right to reimbursement of what we "may be required to pay the State of Oregon as royalty on sand or gravel". On September 30th last Mr. Klein advised our attorneys that the State Land Board wanted 5¢ per cubic yard for such material removed from the Willamette for this job prior to March 9th, 1920, and 10¢ per cubic yard for that removed after that date; but we had understood that efforts were still pending to have that Board waive its right to any compensation. We would suggest that this item might be handled by the Commission agreeing to indemnify us against any claim of the Board and then the former may be able to save something thereon; but if you deem it better we will submit a bill at the prices above named for the sand and gravel we removed from the Willamette for this job.

State should assume responsibility for this royalty-

Item 6 - Plant Site Rental

We herewith hand you the requested assignment of our lease of the plant site at Rickreall from H. M. and Bertha Webb. We did not take any receipts for the $400.00 we have paid them. If this statement that we actually paid the same is not sufficient we can furnish an affidavit to that effect or submit to your inspection at our office the voucher checks covering the entire $400.00.

Additional Claim.

Through an oversight this item of twenty tons of filler was omitted from the Agreement of February 14th. As you well know this filler is a necessary ingredient of the paving mixture which was to be used in the work that was suspended and then abandoned as hereinbefore shown. This twenty tons of it for this job was procured and stored at our plant site at Rickreall before the work was suspended. It cost us $240.00; but, as it is not sufficiently valuable to warrant the expense of removing it to any other place where we need that kind of material, we will probably have to lose this $240.00 unless your spirit of fairness prompts you to recommend its payment.

O.K. Dec 20 1921

Counterclaims.

We admit the correctness of the two counterclaim items you mention -- one for $164.52 and the other for 33¢.

Our original bills for moving plant and handling asphalt were prepared by one of our office men who has since left our service and the work was done in a hurry. In checking up our records

Memoranda in connection with items of claim of Oscar Huber in connection with cancellation of Salem-Dallas Contract as per agreement of February 14, 1921

- - - - - - - - - - - - - - - - - - -

Item 1. [redacted]:

Claim, August 1, 1920, to May 1, 1921:
9 months @ $100 $900.00

(Under terms of agreement of February 14, contract was definitely canceled and this item should have terminated March 5, 1921) However final decision that contract would not be reinstated & work proceed was not made till sometime subsequent to Apr. 8. Invoices after this & billing claims could properly be allowed only to

August 1, 1920, to March 5, 1921:
7-5/31 months @ $100. $716.13

Item 2. Moving Plant:

Claim for labor under this item starts July 17.

Revised claim cancels items prior to July 21st.

(Plant actually in operation to, and including, July 21. Explanation should be made of labor "moving plant" prior to cessation of operations)

In the words of the agreement of February 14, Item 2 includes "the cost.....sustained in moving.....plant from Eola to the new location". This apparently does not contemplate including the cost of dismantling, which expense the contractor would have incurred at the conclusion of his work, in any event, and is not an expense made, caused by, or rendered unnecessary by, the cancellation of the contract.

That this was also the view of the contractor, by his representative, Mr. Dunn, on April 8, 1921, at a preliminary discussion between Mr. Dunn and myself, of the items of this settlement and the amounts thereof, is evidenced by the fact that there was listed under Item 2 the amount of $500. as the "cost of moving plant" estimated on the basis of 100 tons, 5 miles @ $1.00 per ton mile.

The total amount of the claim for Item 2 undoubtedly includes cost of dismantling, as well as cost of moving, and, in my opinion, should be revised to cover only the cost of moving.

Item 3. Hauling Asphalt from Derry to Plant Site:

(In the above mentioned preliminary discussion of this settlement, the cost of this item was tentatively estimated at 50¢ per ton-mile, or about 75¢ per ton for the distance involved. Check of asphalt at the plant site, made May 24, 1921,

shows approximately 3,811 bbls., or 895.6 tons to have been hauled. At 75¢ per ton, this would amount to $671.70.)

In examining the details of the claim, it is not apparent why there should have been $97.07 of labor, June 7-19, inclusive, without any truck or team charge, nor is it apparent why the assistance of from three to nine laborers per truck should have been necessary on August 5-9, when trucks without any assistance were evidently doing similar work July 1-21 and August 12-18. Presumably, some of the labor involved was for unloading from cars; however, further explanation of this item should be made.

Item 4. Interest on retained percentages:

Claim O. K. as presented.

Item 5. Royalty to date for gravel from Willamette River:

No claim presented.

Item 6. Plant site rental:

Amount $400 stipulated in agreement, but contractor should submit receipted voucher, as the claim is only allowable for "rental paid". Also, contractor should furnish assignment for the lease of the plant site, as provided in the agreement.

Assignment submitted 8/8/21

Additional Claim:

20 tons filler - $240.

Filler was stored on hop farm at plant site.

This item is not covered by the agreement.

Counterclaim:

In connection with this work, there are unpaid claims of the State against the contractor for rental of equipment, amounting to $164.85, as follows:

(Date March 29, 1921)
8/1/20-8/17/20 To 17/31 Mo. rental on our 20 ton Holt Tractor #37 @ $300 $164.52

This tractor was used on the Salem-Dallas Section from 4/27/20 and 8/17/20 and previously billed only to July 31st.

(The above amount is to be deducted from contractor's estimate on contract #169, Job 27 A.)

Date January 12, 1921)
To Correction on our Invoice of August 12, 1920:
Second item as charged $230.28
as corrected 398.56
Balance to be charged . . . . . 164.85
(Above amount to be deducted from contractor's estimate on Cont. #169, Job 27 F.A.)

July 15, 1921
File:

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

ATTENTION MR. CURRIGAN:

Dear Sir:

Referring to our recent conversation relative to the settlement of canceled contract covering Salem-Dallas Section, as per agreement of February 14, 1921:

As stated to you at the time of our conversation, a number of questions came up in the examination of your claim forwarded under date of May 18, 1921, which seem to require further explanation. Such points are set forth in the accompanying memoranda, and I would suggest that they be given your consideration and that such additional information or further details as may be available, be compiled so that we may get together again on this matter and make a final adjustment in the near future.

Very truly yours,

Division Engineer.

WDC:CT
Enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

September 29, 1921.

BR 16

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

On September 21, 1921, the Chief Engineer recommended that the project agreement for Oregon Federal Aid project No. 16 be amended, reducing the net length from 13.07 miles to 5.53 miles, the total estimated cost from $352,816.75 to $145,209.74 and the Federal Aid from $176,408.37 to $72,604.87.

One copy of the estimate upon which will be based the project agreement as amended is attached hereto and supersedes that transmitted with the letter of the Chief Engineer dated February 12, 1921.

Yours very truly,

District Engineer.

STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 18

(Salem-Brunk's Corner Section of the Salem-Dallas Highway in Polk County. Sta. 0 + 00 to Sta. 291)

(Estimate as basis for Modified Agreement. Based on contract prices.)

5.55 miles of paving and grading — Salem, Oregon, July 11, 1921.

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| All Required | Clearing & Grubbing | | $ 420.00 |
| 18,722 cu yds | Common Excavation | $ .65 | 12,169.30 |
| 200 cu yds | Solid Rock Excavation | 2.00 | 400.00 |
| 6,690 sta yds | Overhaul | .03 | 200.70 |
| 500 lin ft | 6" Porous Drain Tile | .25 | 125.00 |
| 6 cu yds | Rock Backfill for Drains | 4.50 | 27.00 |
| 420 cu yds | 12" Culvert Pipe | 1.25 | 525.00 |
| 126 lin ft | 18" Culvert Pipe | 2.50 | 315.00 |
| 44 lin ft | 24" Culvert Pipe | 3.25 | 143.00 |
| 12 lin ft | 36" Culvert Pipe | 5.25 | 63.00 |
| 29.59 cu yds | Class "C" Concrete | 20.00 | 567.80 |
| 52,158.81 sq yds | Type "B" Pavement | 2.00 | 104,317.62 |
| 55,000 lin ft | Shoulder Construction | .06 | 3,180.00 |
| 4,790 cu yds | R-O-B Gravel for Base | 2.00 | 9,580.00 |
| 2,338 cu yds | R-O-B Gravel for Shoulders | 2.00 | 4,676.00 |
| | Sub-total | | $136,729.42 |
| | Engr. & Cont. | | 8,480.32 |
| | T O T A L | | $145,209.74 |

Length of Project 5.55 miles
Cost per mile $26,258.54

State Funds available $72,604.87
Federal Aid Requested 72,604.87
Total $145,209.74

Federal Aid Recommended $72,604.87

O.K. EJW
9/8/21

July 20, 1921

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelley Lumber Co.,
Eugene, Oregon.

Dear Mr. Booth:

I am handing you herewith modification of project agreement covering the Salem-Dallas Road.

You will recall that we had this matter up before at which time we agreed to withdraw the balance of this project from federal aid and to apply the federal aid only on the Canby-Aurora Section, and to increase the federal aid between The Dalles and Mosier.

The Department of Agriculture requests that this modification be entered into so that the funds may be released to apply on these other projects. If this meets with your approval will you please forward direct to Mr. Barratt, General Delivery, Seaside, asking him to return direct to this office. It will not be necessary for all three of the Commissioners to sign.

Very truly yours,

Secretary.

PAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

July 28, 1921.

RECEIVED
JUL 29 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We transmit herewith unsigned copies of modified project agreement for Oregon Federal Aid project #18. These copies should be signed by the members of the Highway Commission and returned to this office as soon as possible. Action on Oregon Federal Aid project #53 is withheld until funds are made available by the execution of this modified agreement, therefore the need for immediate action.

We would also request that you forward us triplicate copies of sketch map showing the project as revised together with connecting roads. This is necessary in order to show that the project, as completed to date, is serviceable. The extension to Dallas, which is now being built by the State without Federal Aid, should also be indicated on the sketch map.

Yours very truly,

C. H. Purcell

District Engineer.

July 16, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-18

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for modified a reement on the Salem - Brunk's Corner Section, Oregon Federal Aid Project No. 18.

We are also enclosing four copies of final voucher in the amount of $6,476.34. This voucher supersedes the one previously sent you claiming $8,138.18.

When you returned the previous final you only sent three copies, so that we presume that you have the fourth copy giving the detailed engineering expenditures in your files.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

ETH

Enc.

[illegible] HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 18

(Salem-Brush's Corner Section of the Salem-Dallas Highway in Polk County. Sta. 0 + 00 to Sta. 281)

(Estimate as basis for Modified Agreement. Based on contract prices.)

5.53 miles of paving and grading — Salem, Oregon, July 11, 1931.

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| All Required | Clearing & Grubbing | | $ 420.00 |
| 18,722 cu yds | Common Excavation | $ .65 | 12,169.30 |
| 200 cu yds | Solid Rock Excavation | 2.00 | 400.00 |
| 6,680 sta yds | Overhaul | .03 | 200.70 |
| 500 lin ft | 6" Porous Drain Tile | .25 | 125.00 |
| 6 cu yds | Rock Backfill for Drains | 4.50 | 27.00 |
| 420 cu yds | 12" Culvert Pipe | 1.25 | 525.00 |
| 126 lin ft | 10" Culvert Pipe | 2.50 | 315.00 |
| 44 lin ft | 24" Culvert Pipe | 3.25 | 143.00 |
| 12 lin ft | 36" Culvert Pipe | 5.25 | 63.00 |
| 23.39 cu yds | Class "C" Concrete | 30.00 | 697.80 |
| 52,158.81 sq yds | Type "D" Pavement | 2.00 | 104,317.62 |
| 55,000 lin ft | Shoulder Construction | .06 | 3,180.00 |
| 4,700 cu yds | R-O-B Gravel for Base | 2.00 | 9,380.00 |
| 2,338 cu yds | R-O-B Gravel for Shoulders | 2.00 | 4,676.00 |
| | Sub-total | | $126,739.42 |
| | Engr. & Cont. | | 6,480.32 |
| | T O T A L | | $145,209.74 |

Length of Project 5.53 miles
Cost per mile $26,252.54

State Funds available $72,604.87
Federal Aid Requested 72,604.87
Total $145,209.74

Federal Aid Recommended _____

FORM 4 SH-8 21

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. [illegible]EON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

21 PA

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PA 18

Richmond Ore July 15/21

Herbert Nunn
State Hyway Engr Salem

Attention W.A. Rinke

Dear Sir

Referring to your letter of July 7th regarding classification at stations:-

194+12 - 196+85
210+50 - 211+00
211+00 - 215+00
220+00 - 222+00 :-

There are no apparent evidences that any solid rock excavation was made between stations indicated. The sides of cuts showing nothing but common and intermediate -

Alle Bell, who was kept work under Mr. Smith, Res Engr on the work, also states, that in his opinion, no solid Rock was encountered and that the amounts given were estimated by Mr Smith arbitrarily.

Respectfully
W Eddy Res Engr

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

July 14, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are today forwarding project statement for Oregon Federal Aid project No. 53 with the recommendation for approval conditioned upon the release of funds from Oregon #18.

We now have a ruling that approval of P. S. & E. cannot pre-date the approval of the project statement by the Secretary and that no Federal Aid can be paid upon work done prior to such approval. As it will be some time before the modification on Oregon 18 can be completed and funds made available for this project, the Secretary probably will not approve the project at this time. As the amount of Federal Aid asked for on this project is about 25% of the cost, it would seem that this approval should be obtained before the project is one-half completed and that the full amount of Federal Aid asked for can thus be made available.

It is very urgent that the revised estimate for project 18 be forwarded to us at once in order that approval of project 53 be not unnessarily delayed.

Yours very truly,

JUL 15 1921

C. H. McKinney
Acting District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

July 6, 1921.

POST-OFFICE BUILDING
PORTLAND, OREGON

PORTLAND
JUL 7 1921

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Referring to your letter dated July 1, 1921, transmitting final voucher for Oregon Federal Aid project No. 18 to September 1, 1920, inclusive.

In order to pass a final voucher on this project it will be necessary to prepare and execute a modified project agreement reducing the length of the project to the portion of the project now completed. This necessitates a revised estimate including only the work performed on the portion of the project between Brunk's Corners (end of existing pavement) and the beginning of the project at Salem. As soon as the modified agreement is executed the additional funds thereby released will be come available for the other projects and a final voucher, including only the items within the limits of the project as modified, can be passed for payment.

We would therefore request that a revised estimate be forwarded as soon as possible including items of construction on the portion of the project already completed. This estimate should show stations of beginning and ending of the project as it is to be modified.

The final voucher submitted by you is returned herewith. It is

noted that some items have been included in this voucher which are beyond the limits of the project as it is to be modified.

Yours very truly,

District Engineer.

July 1, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-18

Dear Sir:

Herewith we are sending four copies of final voucher on the Salem - Dallas Section, Oregon Federal Aid Project No. 18, in the amount of $8,185.18.

Very truly yours,

[redacted],
State Highway Engineer,

By

Office Engineer.

Dic. by J. H. Bellman,

[redacted]

Enc.

June 22, 1921
File:

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Please accept this letter as formal request for cancellation of Federal Aid on the balance of the Salem-Dallas Section, Oregon Federal Aid Project No. 18. We are now preparing a final voucher for payment for the work done to date, which will bring the total Federal cooperation on the project to $74,311.71. This will release the balance obligated, amounting to $102,196.66, for application on other projects. It is our intention to request the application of this balance, as follows:

Ashe-Trail Section. Project No. 47: An increase of $43,603.10 will be requested.

Wallowa Canyon Section. Project No. 40: An increase of $28,204.95 will be requested for cooperation on the surfacing which is now under contract. Copies of specifications and typical sections will be sent you in the immediate future, and it is requested that your field inspection be made in the near future in order that your formal approval may be dated before the beginning of construction operations.

Canby-Aurora Section. Leaving: The application of the balance of funds not tied up when the above projects are taken care of will be requested as cooperation on this work. We understand that this project has been given informal approval by your office as a Federal Aid project and we would request that you field inspection be made on this as soon as possible in order that your approval may be dated before beginning of construction. We are starting the preparation of the plans for this work and will expedite them as much as possible. Project statement will be furnished you after its signature at the next meeting of the Highway Commission, June 28th and 29th.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

Dic. by
J.W.DeSouza
DE

By

Office Engineer.

# OSKAR HUBER

General Contractor

227 SHERLOCK BUILDING

PORTLAND, OREGON

5/18/21

21 PA

REFERRED TO
Street
BY H. N.
For check
Submit to Commission

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

As per agreement entered into on the 14th day of February, in regards to the cancellation of the Salem-Dallas Highway in Polk County, we enclose herewith bills for the different items as mentioned in this agreement.

We would appreciate it very much if you would expedite the settlement of these claims as well as make us final payment on the retainer due on this contract.

Yours very truly,

Refer to Engr

RECEIVED
MAY 20 1921
STATE HIGHWAY ENGINEER

These bills for items 203
are superseded by
"Corrected bills" of same date

# OSKAR HUBER

GENERAL CONTRACTOR

227 SHERLOCK BUILDING

Item 2

Portland, Oregon May 1, 1921

Name Oregon State Highway Commission,

Address Salem, Oregon

Terms Cash: No Discount

To cost of moving plant as per agreement of February 14, 1921 - re Salem-Dallas Contract - Aspper payrolls

| | | | | | |
|---|---|---|---|---|---|
| July 17th | J. Woodfin | 8 hrs. @ | .56¼ | | 4.50 |
| July 18th | J. W. Jones | 2½ " " | .56¼ | 1.41 | |
| | F. Sandberg | 5 " " | .56¼ | 2.81 | |
| | R. E. Crow | 8 " " | .56¼ | 4.50 | |
| | J. Woodfin | 8 " " | .56¼ | 4.50 | 13.22 |
| July 19th | E. F. Hoskinson | 8 " " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 " " | .87½ | 7.00 | |
| | W. D. Pratt | 9 " " | .75 | 6.75 | |
| | N. R. Prichard | 6½ " " | .62½ | 4.06 | |
| | J. W. Jones | 9½ " " | .56¼ | 5.34 | |
| | W. Launer | 8 " " | .56¼ | 4.50 | |
| | Geo. P. Marshall | 5 " " | .56¼ | 2.81 | |
| | N. E. Youngberg | 6 " " | .56¼ | 3.38 | |
| | Claude Palmer | 8 " " | .56¼ | 4.50 | |
| | W. W. Wright | 8 " " | .56¼ | 4.50 | |
| | J. D. Woodfin | 8 " " | .56¼ | 4.50 | |
| | F. Davenport | 8 " " | .56¼ | 4.50 | |
| | F. Pollock | 8 " " | .56¼ | 4.50 | |
| | F. Sandberg | 5 " " | .56¼ | 2.81 | |
| | R. E. Crow | 8 " " | .56¼ | 4.50 | |
| | W. P. Thatcher | 8 " " | .56¼ | 4.50 | |
| | C. H. Pfaffle | 8 " " | .75 | 6.00 | |
| | L. Kerr | 9 " " | .75 | 6.75 | |
| | Dick Heisel | 8½ " " | .62½ | 5.31 | 96.21 |
| July 20th | E. F. Hoskinson | 8 " " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 " " | .87½ | 7.00 | |
| | W. D. Pratt | 9½ " " | .75 | 7.13 | |
| | N. R. Prichard | 6 " " | .62½ | 3.75 | |
| | J. W. Jones | 6 " " | .56¼ | 3.38 | |
| | W. Launer | 6 " " | .56¼ | 3.38 | |
| | Geo. Marshall | 8 " " | .56¼ | 4.50 | |
| | N. E. Youngberg | 6 " " | .56¼ | 3.38 | |
| | Claude Palmer | 6 " " | .56¼ | 3.38 | |
| | W. Wright | 6 " " | .56¼ | 3.38 | |
| | J. D. Woodfin | 8 " " | .56¼ | 4.50 | |
| | F. Davenport | 8 " " | .56¼ | 4.50 | |
| | F. Pollock | 8 " " | .56¼ | 4.50 | |
| | F. Sandberg | 6 " " | .56¼ | 3.38 | |
| | R. E. Crow | 8 " " | .56¼ | 4.50 | |
| | C. H. Pfaffle | 8 " " | .75 | 6.00 | |
| | W. P. Thatcher | 8 " " | .56¼ | 4.50 | |
| | L. Kerr | 9 " " | .75 | 6.75 | |
| | Dick Heisel | 8½ " " | .62½ | 5.31 | 93.22 |
| July 21st | E. F. Hoskinson | 8 " " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 " " | .87½ | 7.00 | |
| | W. D. Pratt | 9½ " " | .75 | 7.13 | |
| | J. W. Jones | 9½ " " | .56¼ | 5.34 | |
| | W. Launer | 7 " " | .56¼ | 3.94 | |
| | Geo. P. Marshall | 7 " " | .56¼ | 3.94 | |
| | N. E. Youngberg | 8 " " | | | |

RECEIVED MAY 20 1921 STATE HIGHWAY ENGINEER

| | | | | | | |
|---|---|---|---|---|---|---|
| | F. Sandberg | 8 | " | " | .56¼ | 3.38 |
| | R. E. Crow | 8 | " | " | .56¼ | 4.50 |
| | C. H. Pfaffle | 8 | " | " | .75 | 6.00 |
| | W. P. Thatcher | 8 | " | " | .56¼ | 4.50 |
| | L. Kerr | 9 | " | " | .75 | 6.75 |
| | Dick Heisel | 9½ | " | " | .62½ | 5.31 | 93.22 |
| July 21st | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 |
| | W. D. Pratt | 9½ | " | " | .75 | 7.13 |
| | N. R. Prichard | 9½ | " | " | .62½ | 5.94 |
| | J. W. Jones | 9½ | " | " | .56¼ | 5.34 |
| | W. Launer | 7 | " | " | .56¼ | 3.94 |
| | Geo. P. Marshall | 7 | " | " | .56¼ | 3.94 |
| | N. E. Youngberg | 8 | " | " | .56¼ | 4.50 |
| | Claude Palmer | 7 | " | " | .56¼ | 3.94 |
| | W. Wright | 7 | " | " | .56¼ | 3.94 |
| | J. D. Woodfin | 8 | " | " | .56¼ | 4.50 |
| | F. Davenport | 8 | " | " | .56¼ | 4.50 |
| | F. Pollock | 7 | " | " | .56¼ | 3.94 |
| | F. Sandberg | 3 | " | " | .56¼ | 1.69 |
| | R. E. Crow | 8 | " | " | .56¼ | 4.50 |
| | C. H. Pfaffle | 8 | " | " | .75 | 6.00 |
| | W. P. Thatcher | 8 | " | " | .56¼ | 4.50 |
| | L. Kerr | 9 | " | " | .75 | 6.75 |
| | Dick Heisel | 8½ | " | " | .62½ | 5.31 | 97.36 |
| July 22d | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 |
| | W. D. Pratt | 9 | " | " | .75 | 6.75 |
| | N. R. Prichard | 8½ | " | " | .62½ | 5.31 |
| | J. W. Jones | 8½ | " | " | .56¼ | 4.78 |
| | W. Launer | 8 | " | " | .56¼ | 4.50 |
| | Geo. P. Marshall | 8 | " | " | .56¼ | 4.50 |
| | N. E. Youngberg | 8 | " | " | .56¼ | 4.50 |
| | Claude Palmer | 8½ | " | " | .56¼ | 4.78 |
| | W. Wright | 8 | " | " | .56¼ | 4.50 |
| | J. D. Woodfin | 8 | " | " | .56¼ | 4.50 |
| | F. Davenport | 8½ | " | " | .56¼ | 4.78 |
| | F. Pollock | 8 | " | " | .56¼ | 4.50 |
| | R. E. Crow | 8 | " | " | .56¼ | 4.50 |
| | C. H. Pfaffle | 8 | " | " | .75 | 6.00 |
| | W. P. Thatcher | 6 | " | " | .56¼ | 3.38 |
| | L. Kerr | 2 | " | " | .75 | 1.50 |
| | Dick Heisel | 8½ | " | " | .62½ | 5.31 | 91.09 |
| July 23d | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 |
| | W. D. Pratt | 8 | " | " | .75 | 6.00 |
| | N. R. Prichard | 8 | " | " | .62½ | 5.00 |
| | J. W. Jones | 8 | " | " | .56¼ | 4.50 |
| | W. Launer | 8 | " | " | .56¼ | 4.50 |
| | Geo. P. Marshall | 8 | " | " | .56¼ | 4.50 |
| | N. E. Youngberg | 8 | " | " | .56¼ | 4.50 |
| | Claude Palmer | 8 | " | " | .56¼ | 4.50 |
| | W. Wright | 8 | " | " | .56¼ | 4.50 |
| | J. D. Woodfin | 8 | " | " | .56¼ | 4.50 |
| | F. Davenport | 8 | " | " | .56¼ | 4.50 |
| | F. Pollock | 8 | " | " | .56¼ | 4.50 |
| | R. E. Crow | 8 | " | " | .56¼ | 4.50 |
| | C. H. Pfaffle | 8 | " | " | .75 | 6.00 |
| | Dick Heisel | 8 | " | " | .62½ | 5.00 | 84.00 |
| July 24th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 |
| | [illegible] | [illegible] | | | | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 |
| | D. A. Larmer Truck | 3¼ | " | " | 3.50 | 11.37 | 46.37 |
| Aug. 25th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 |
| | J. J. Bodie | 9 | " | " | .56¼ | 5.06 |
| | Alex Brown | 9 | " | " | .56¼ | 5.06 |
| | [illegible] | [illegible] | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | W. Wright | | 8 | " | " | .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " | .56¼ | 4.50 | |
| | F. Davenport | | 8 | " | " | .56¼ | 4.50 | |
| | F. Pollock | | 8 | " | " | .56¼ | 4.50 | |
| | K. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | P. R. Campbell | Truck | 4 | " | " | 3.50 | 14.00 | |
| | C. Potwin | " | 8 | " | " | 3.50 | 28.00 | 121.00 |
| July 26th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | W. D. Prutt | | 8 | " | " | .75 | 6.00 | |
| | H. R. Prichard | | 8 | " | " | .62½ | 5.00 | |
| | J. W. Jones | | 8 | " | " | .56¼ | 4.50 | |
| | W. Launer | | 8 | " | " | .56¼ | 4.50 | |
| | Geo. P. Marshall | | 8 | " | " | .56¼ | 4.50 | |
| | N. E. Youngberg | | 8 | " | " | .56¼ | 4.50 | |
| | W. Wright | | 8 | " | " | .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " | .56¼ | 4.50 | |
| | F. Davenport | | 8 | " | " | .56¼ | 4.50 | |
| | H. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | P. R. Campbell | Truck | 5½ | " | " | 3.50 | 19.25 | |
| | C. Potwin | " | 8 | " | " | 3.50 | 28.00 | 117.25 |
| July 27th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | H. R. Prichard | | 8 | " | " | .62½ | 5.00 | |
| | J. W. Jones | | 4 | " | " | .56¼ | 2.25 | |
| | W. Launer | | 8 | " | " | .56¼ | 4.50 | |
| | Geo. P. Marshall | | 8 | " | " | .56¼ | 4.50 | |
| | N. E. Youngberg | | 8 | " | " | .56¼ | 4.50 | |
| | W. Wright | | 8 | " | " | .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " | .56¼ | 4.50 | |
| | F. Davenport | | 8 | " | " | .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | Francis Thomas | | 8 | " | " | .56¼ | 4.50 | |
| | C. Potwin | Truck | 8½ | " | " | 3.50 | 29.75 | 102.00 |
| July 28th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | H. R. Prichard | | 8 | " | " | .62½ | 5.00 | |
| | Geo. P. Marshall | | 8 | " | " | .56¼ | 4.50 | |
| | N. E. Youngberg | | 8 | " | " | .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " | .56¼ | 4.50 | |
| | F. Davenport | | 8 | " | " | .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | Francis Thomas | | 8 | " | " | .56¼ | 4.50 | |
| | C. Potwin | Truck | 8 | " | " | 3.50 | 28.00 | 89.00 |
| July 29th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | H. R. Prichard | | 8 | " | " | .62½ | 5.00 | |
| | J. W. Jones | | 9½ | " | " | .56¼ | 5.34 | |
| | Geo. P. Marshall | | 8 | " | " | .56¼ | 4.50 | |
| | N. E. Youngberg | | 8 | " | " | .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " | .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | Francis Thomas | | 8 | " | " | .56¼ | 4.50 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 4 | " | " | 3.50 | 14.00 | |
| | C. Potwin | " | 9½ | " | " | 3.50 | 33.25 | 107.59 |
| July 20th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | H. R. Prichard | | 8 | " | " | .62½ | 5.00 | |
| | J. W. Jones | | 8 | " | " | .56¼ | 4.50 | |
| | Geo. P. Marshall | | 8 | " | " | .56¼ | 4.50 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Francis Thomas | | 8½ | " | " .56¼ | 4.50 | |
| | C. Potwin | Truck | 8 | " | " 3.50 | 28.00 | 89.00 |
| July 29th | E. F. Hoskinson | | 8 | " | " 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " .87½ | 7.00 | |
| | M. R. Prichard | | 8 | " | " .62½ | 5.00 | |
| | J. W. Jones | | 9½ | " | " .56¼ | 5.34 | |
| | Geo. P. Marshall | | 8 | " | " .56¼ | 4.50 | |
| | M. E. Youngberg | | 8 | " | " .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " .75 | 6.00 | |
| | Francis Thomas | | 8 | " | " .56¼ | 4.50 | |
| | H. Conrad | | 8 | " | " .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 4 | " | " 3.50 | 14.00 | |
| | C. Potwin | " | 9½ | " | " 3.50 | 33.25 | 107.59 |
| July 20th | E. F. Hoskinson | | 8 | " | " 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " .87½ | 7.00 | |
| | W. D. Pratt | | 8 | " | " .75 | 6.00 | |
| | M. R. Prichard | | 8 | " | " .62½ | 5.00 | |
| | J. W. Jones | | 8 | " | " .56¼ | 4.50 | |
| | Geo. P. Marshall | | 8 | " | " .56¼ | 4.50 | |
| | M. E. Youngberg | | 8 | " | " .56¼ | 4.50 | |
| | J. D. Woodfin | | 8 | " | " .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " .75 | 6.00 | |
| | Francis Thomas | | 8 | " | " .56¼ | 4.50 | |
| | H. Conrad | | 8 | " | " .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 8 | " | " 3.50 | 28.00 | |
| | C. Potwin | " | 8 | " | " 3.50 | 28.00 | 121.50 |
| July 31st | E. F. Hoskinson | | 8 | " | " 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " .87½ | 7.00 | |
| | W. D. Pratt | | 8 | " | " .75 | 6.00 | |
| | M. R. Prichard | | 4 | " | " .62½ | 2.50 | |
| | J. W. Jones | | 8 | " | " .56¼ | 4.50 | |
| | Geo. P. Marshall | | 8 | " | " .56¼ | 4.50 | |
| | M. E. Youngberg | | 8 | " | " .56¼ | 4.50 | |
| | J. D. Woodfin | | 9 | " | " .56¼ | 5.06 | |
| | R. E. Crow | | 8 | " | " .56¼ | 4.50 | |
| | C. H. Pfaffle | | 8 | " | " .75 | 6.00 | |
| | Francis Thomas | | 8 | " | " .56¼ | 4.50 | |
| | H. Conrad | | 8 | " | " .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 4½ | " | " 3.50 | 15.75 | |
| | C. Potwin | " | 8 | " | " 3.50 | 28.00 | |
| | C. Fischer | " | 3 | " | " 3.50 | 10.50 | 117.81 |
| Aug. 2d | E. F. Hoskinson | | 8 | " | " 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " .87½ | 7.00 | |
| | F. Thomas | | 8 | " | " .56¼ | 4.50 | |
| | M. E. Youngberg | | 10 | " | " .56¼ | 5.63 | |
| | G. A. Dimick | | 10 | " | " .56¼ | 5.63 | |
| | G. M. Schmitt | | 10 | " | " .56¼ | 5.63 | |
| | J. D. Goodwin | | 8 | " | " .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " .56¼ | 4.50 | |
| | R. H. Brown | | 8 | " | " .56¼ | 4.50 | |
| | W. D. Pratt | | 8 | " | " .75 | 6.00 | |
| | K. M. Zell | | 8 | " | " .56¼ | 4.50 | |
| | C. Potwin | | 4 | " | " .65 | 2.60 | |
| | G. A. Westfield | | 8 | " | " .75 | 6.00 | |
| | H. B. Blassingame | | 4 | " | " .75 | 3.00 | |
| | C. H. Pfaffle | | 8 | " | " .75 | 6.00 | |
| | H. Conrad | | 8 | " | " .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 2¾ | " | " 3.50 | 9.62 | 94.11 |
| Aug. 3d | E. F. Hoskinson | | 8 | " | " 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " .87½ | 7.00 | |
| | F. Thomas | | 4 | " | " .56¼ | 2.25 | |
| | M. R. Youngberg | | 8½ | " | " .56¼ | 4.78 | |
| | G. A. Dimmick | | 8½ | " | " .56¼ | 4.78 | |
| | R. E. Crow | | 8 | " | " .56¼ | 4.50 | |
| | R. H. Brown | | 8 | " | " .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " .56¼ | 4.50 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | P. Thomas | | 4 | " | " | .56¼ | 2.25 | |
| | M. R. Youngberg | | 8½ | " | " | .56¼ | 4.78 | |
| | G. A. Dimmick | | 8½ | " | " | .56¼ | 4.78 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | W. D. Pratt | | 8½ | " | " | .75 | 6.38 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 4¼ | " | " | 3.50 | 14.87 | |
| | C. Potwin | | 8 | " | " | 3.50 | 28.00 | 108.06 |
| Aug. 4th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucki | | 8 | " | " | .87½ | 7.00 | |
| | M. E. Youngberg | | 9 | " | " | .56¼ | 5.06 | |
| | G. A. Dimmick | | 10 | " | " | .56¼ | 5.63 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 8 | " | " | 3.50 | 28.00 | |
| | C. Potwin | | 9 | " | " | 3.50 | 31.50 | 123.19 |
| Aug. 5th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | G. A. Dimmick | | 8½ | " | " | .56¼ | 4.78 | |
| | R. E. Crow | | 12 | " | " | .56¼ | 6.75 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8½ | " | " | .56¼ | 4.78 | |
| | P. R. Campbell | Truck | 1½ | " | " | 3.50 | 5.25 | |
| | C. Potwin | | 4 | " | " | 3.50 | 14.00 | 79.56 |
| Aug. 6th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | G. A. Dimmick | | 8 | " | " | .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 9 | " | " | .56¼ | 5.34 | |
| | P. R. Campbell | Truck | 2½ | " | " | 3.50 | 8.75 | |
| | C. Fischer | | 9 | " | " | 3.50 | 31.50 | 98.59 |
| Aug. 7th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | G. A. Dimmick | | 8 | " | " | .56¼ | 4.50 | |
| | R. E. Crow | | 9 | " | " | .56¼ | 5.06 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 9 | " | " | .56¼ | 5.06 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 9 | " | " | .56¼ | 5.06 | |
| | P. R. Campbell | Truck | 6 | " | " | 3.50 | 21.00 | |
| | C. Fischer | | 7 | " | " | 3.50 | 24.50 | 104.68 |
| Aug. 9th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | G. A. Dimmick | | 8 | " | " | .56¼ | 4.50 | |
| | R. E. Crow | | 8 | " | " | .56¼ | 4.50 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | W. D. Pratt | | 8 | " | " | .75 | 6.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | C. Potwin | Truck | 4 | " | " | 3.50 | 14.00 | |
| | C. Fischer | | 7 | " | " | 3.50 | 24.50 | 96.00 |
| Aug. 10th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 6 | " | " | 3.50 | 21.00 | |
| | C. Potwin | | 8 | " | " | 3.50 | 28.00 | 91.50 |
| Aug. 11th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | G. A. Westfield | | 8½ | " | " | .75 | 6.38 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8½ | " | " | .56¼ | 4.78 | |
| | P. R. Campbell | Truck | 7½ | " | " | 3.50 | 26.25 | |
| | C. Fischer | | 8½ | " | " | 3.50 | 29.75 | 99.16 |
| Aug. 12th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | K. M. Zell | | 8 | " | " | .56¼ | 4.50 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 3 | " | " | 3.50 | 10.50 | |
| | C. Potwin | | 4 | " | " | 3.50 | 14.00 | |
| | C. Fischer | | 8 | " | " | 3.50 | 28.00 | 99.50 |
| Aug. 13th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | K. M. Zell | | 8 | " | " | .56¼ | 4.50 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 8 | " | " | .56¼ | 4.50 | |
| | P. R. Campbell | Truck | 4 | " | " | 3.50 | 14.00 | |
| | C. Potwin | | 4 | " | " | 3.50 | 14.00 | |
| | C. Fischer | | 7 | " | " | 3.50 | 24.50 | 99.50 |
| Aug. 14th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | R. H. Brown | | 8 | " | " | .56¼ | 4.50 | |
| | Dick Heisel | | 8 | " | " | .56¼ | 4.50 | |
| | J. E. Bevens | | 5½ | " | " | .56¼ | 3.09 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | | 5 | " | " | .56¼ | 2.81 | |
| | C. Potwin | Truck | 12 | " | " | 3.50 | 42.00 | |
| | C. Fischer | | 4 | " | " | 3.50 | 14.00 | 99.90 |
| Aug. 16th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | | 8 | " | " | .87½ | 7.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |
| | J. J. Bodie | | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | | 8 | " | " | .56¼ | 4.50 | |
| | T. L. Acuff | | 8 | " | " | .56¼ | 4.50 | |
| | F. Meeks | Truck | 8 | " | " | 3.50 | 28.00 | |
| | L. Kerr | | 7 | " | " | 3.50 | 24.50 | |
| | C. Fischer | | 9 | " | " | 3.50 | 31.50 | 125.00 |
| Aug. 17th | E. F. Hoskinson | | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucki | | 8 | " | " | .87½ | 7.00 | |
| | G. A. Westfield | | 8 | " | " | .75 | 6.00 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | G. A. Westfield | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | 8 | " | " | .75 | 6.00 | |
| | H. Conrad | 5 | " | " | .56¼ | 2.81 | |
| | C. Potwin Truck | 12 | " | " | 3.50 | 42.00 | |
| | C. Fischer | 4 | " | " | 3.50 | 14.00 | 99.90 |
| Aug. 16th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | G. A. Westfield | 8 | " | " | .75 | 6.00 | |
| | J. J. Bodie | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | T. L. Acuff | 8 | " | " | .56¼ | 4.50 | |
| | F. Meeks Truck | 8 | " | " | 3.50 | 28.00 | |
| | L. Kerr | 7 | " | " | 3.50 | 24.50 | |
| | C. Fischer | 9 | " | " | 3.50 | 31.50 | 125.00 |
| Aug. 17th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucki | 8 | " | " | .87½ | 7.00 | |
| | G. A. Westfie.d | 8 | " | " | .75 | 6.00 | |
| | C. H. Pfaffle | 8 | " | " | .75 | 6.00 | |
| | J. J. Bodie | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 9 | " | " | .56¼ | 5.06 | |
| | W. E. Ball | 9 | " | " | .56¼ | 5.06 | |
| | T. L. Acuff | 9 | " | " | .56¼ | 5.06 | |
| | F. Meeks Truck | 4 | " | " | 3.50 | 14.00 | |
| | L. Kerr | 9 | " | " | 3.50 | 31.50 | |
| | C. Fischer | 5 | " | " | 3.50 | 17 50 | 111.68 |
| Aug. 18th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | G. A. Westfield | 2 | " | " | .75 | 1.50 | |
| | C. H. Pfaffle | 2 | " | " | .75 | 1.50 | |
| | Alex. Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 6 | " | " | .56¼ | 3.38 | |
| | C. Fischer Truck | 3 | " | " | 3.50 | 10.50 | 38.38 |
| Aug. 19th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 62.00 |
| Aug. 20th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 4½ | " | " | .56¼ | 2.53 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | C. Fischer Truck | 13 | " | " | 3.50 | 45.50 | 74.03 |
| Aug. 21st | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 62.00 |
| Aug. 23d | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | J. J. Bodie | 9 | " | " | .56¼ | 5.06 | |
| | Alex Brown | 9 | " | " | .56¼ | 5.06 | |
| | W. E. Ball | 9 | " | " | .56¼ | 5.06 | |
| | F. Jarvis | 9 | " | " | .56¼ | 5.06 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 68.74 |
| Aug. 24th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | J. J. Bodie | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | D. A. Larmer Truck | 3¼ | " | " | 3.50 | 11.37 | 46.37 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Aug. 20th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 4½ | " | " | .56¼ | 2.53 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | C. Fischer Truck | 13 | " | " | 3.50 | 45.50 | 74.03 |
| Aug. 21st | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 62.00 |
| Aug. 23d | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | J. J. Bodie | 9 | " | " | .56¼ | 5.06 | |
| | Alex Brown | 9 | " | " | .56¼ | 5.06 | |
| | W. E. Ball | 9 | " | " | .56¼ | 5.06 | |
| | F. Jarvis | 9 | " | " | .56¼ | 5.06 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 68.74 |
| Aug. 24th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | J. J. Bodie | 8 | " | " | .56¼ | 4.50 | |
| | Alex Brown | 8 | " | " | .56¼ | 4.50 | |
| | W. E. Ball | 8 | " | " | .56¼ | 4.50 | |
| | F. Jarvis | 8 | " | " | .56¼ | 4.50 | |
| | D. A. Larmer Truck | 3¼ | " | " | 3.50 | 11.37 | 46.37 |
| Aug. 25th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | J. J. Bodie | 9 | " | " | .56¼ | 5.06 | |
| | Alex Brown | 9 | " | " | .56¼ | 5.06 | |
| | W. E. Ball | 9 | " | " | .56¼ | 5.06 | |
| | F. Jarvis | 9 | " | " | .56¼ | 5.06 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 68.74 |
| Aug. 26th | E. F. Hoskinson | 8 | " | " | 1.25 | 10.00 | |
| | B. O. Schucking | 8 | " | " | .87½ | 7.00 | |
| | C. Fischer Truck | 9 | " | " | 3.50 | 31.50 | 39.50 |
| | | | | | | | 3145.94 |
| | Compensation Labor | | | | | 1948.08 | |
| | Driver @ 65¢ 342¼ | | | | | 222.46 | |
| | | | | | | 2170.54 | |
| | | | | | | | 58.60 |
| | | | | | | | 3204.54 |

April 14, 1923

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelley Lumber Co.,
Eugene, Oregon.

Dear Mr. Booth:

In reply to your letter of April 13th relative to the Salem-Dallas project, would advise that Mr. Huber called here on Tuesday and he was advised of the decision to readvertise the project, which appeared to be agreeable to him.

Very truly yours,

Secretary.

RAK:LM

SALEM

April 14, 1921

Roy A. Klein,
Office.

Dear Sir:

I am returning herewith the copy of the supplemental agreement made with Mr. Huber concerning the Salem-Dallas Highway; I also return his letter of April 4th., addressed to Mr. Booth, and his letter of April 8th., addressed to the Oregon State Highway Commission, concerning this same subject.

Confirming my oral report to you the other day I advise that Mr. Booth requests that this job be readvertised at the earliest possible date.

Yours truly,

J. M. Devers

JMD:Af
Assistant Attorney General.

Encls.

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

OFFICE OF R. A. BOOTH, CHAIRMAN

EUGENE, OREGON

April 13, 1921.

Mr.R.A.Klein,

Salem,Ore.

Dear Sir:

To yours of April 12th;in reference to the Salem-Dallas paving project:

Mr. Devers advises that it is his opinion this contract cannot be revived under the conditions proposed by Mr.Huber and it is therefore advisable or necessary to re-advertise it. I think this should be advertised as soon as possible and suggest that it would be well for you to confer with Mr.Huber, that he may understand the conditions; that is, that we cannot legally revive the contract and that we will advertise it.

Yours truly,

R. A. Booth

rab/end

PR
14

Salem Klallam

April 11, 1921

Mr. A. T. Mercier,
Southern Pacific Company,
Portland, Oregon

Dear Sir:

I am returning to you herewith proposed lease and track agreement at Derry in Polk County. After this agreement has been executed by the lease agent of the Southern Pacific Company I would thank you to return one copy for our files.

Very truly yours,

STATE HIGHWAY COMMISSION.

By

Secretary.

Encl.
RAK:GS

18796—1M—11-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F. A. [illegible]

Date Reported April 9, 1921 Lab. No. [illegible]

Source Dayton Sand & Gravel Co. Field No.

County Yamhill

Quantity Represented Job Newberg-West Dayton

To be used Concrete Pavement Sampled by Received from Owner Bank

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 14.0 | 32.0 | 43.2 | 56.8 | 90.2 | 98.2 | |
| 0.0 | 21.0 | 34.1 | 52.3 | 88.6 | 97.9 | |

### Strength Tests
1 cement: 3 sand

| This Sand Using 11.0 % Water | | | | Standard Sand Using 10.0 % Water | | | |
|---|---|---|---|---|---|---|---|
| Compression | | Tension | | Compression | | Tension | |
| 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| 3350 | | 435 | | 3150 | | 350 | |
| 3560 | | 440 | | 2550 | | 350 | |
| 3310 | | 440 | | 2810 | | | |
| 3400 | | 445 | | 2857 | | 350 | |

| Compression | Tension | |
|---|---|---|
| 126.0 | 127.0 | per cent of standard sand, 7 days |
| | | per cent of standard sand, 28 days |

Remarks: 7 day tests indicate that the strength is OK but the grading is too fine

cc Office ✓
Bureau of Public Roads 2
C. W. Vanner
J. E. Mitchell

*Testing Engineer.*

S. H. D. FORM 39 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

March 27, 1921

County of Polk — Week from March 19 to March 26

Highway Salem - Dallas — Number in party Three

Section — Survey will be completed

Camp location Salem

Mail address Eddyville

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Wednesday - Fair, Arrived on job from Eddyville

Thursday - Fair, Went over job in the office with Mr Clarke and Hampton. Checked drainage and borrow pits, Sta 0+00 to Sta 106+00.

Friday - Fair, Checked drainage 100+00 - 291+00, measured rip rap 366+00. Picked equations at 114+00 & 375+05.

Saturday - Fair, Checked X sections 0+00 to 210+00.

Courtland Bell out with me Thursday

Stiffler, applicant for position of transitman out with me Friday & Saturday as chainman.

NOTED
W. D. CLARKE

Signed Courtland Bell

Title Transitman

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

March 26, 1921.

POST-OFFICE BUILDING
PORTLAND, OREGON

REFERRED TO
Clark
BY H. N.

State Highway Commission,
Salem, Oregon.

NOTED
W. D. CLARKE

Gentlemen:-

A careful detailed inspection of Oregon Federal Aid project No. 18 has been made with a view of noting conditions after a long season of wet weather. A copy of the notes made on this inspection is enclosed. It appears that considerable maintenance work is required and that drainage of shoulders is here, as on Oregon Federal Aid project No. 7, the principal cause of the breaks which are developing in places.

We would request that you take action to remedy, as far as possible, the defects in drainage of shoulders pointed out in the attached notes.

Yours very truly,

District Engineer.

RECEIVED
MAR 30 1921

U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

State Oregon
Project No. 16
District No. One

Made to District Engineer, Portland, Oregon. March 19, 1921, 19

Scratch all but one | ~~Preliminary~~ ~~Final~~ E. Construction Maintenance

Inspection Report of Salem-Dallas Highway, Salem bridge west Project

County of Polk

Date of Inspection March 17, 1921 Made by A. C. Rose

Title Highway Engineer

8—4613

RECEIVED
MAR 30 1921
STATE HIGHWAY ENGINEER

Pavement report
March 17th 1921

The time of inspection was especially opportune to note the effects of erosion and weather. It was raining hard and a good stiff wind was blowing. Some two and one-half inches of rain had falled in the previous four days.

The following notes taken at the time speak for themselves.

Mile 0. End fill approach to bridge about 200 ft. north of road to right. Telephone pole 0/26 plus 25 feet.
Pavement Mile 0 to 0.25 needs flush coating to prevent gravel from picking out of wearing surface.
Gravel bunker in operatio n at left at Mile 0.3. From 0 to 0.3 trucks have tun off edge of pavement and made deep ruts from one to four inches deep (below pavement) and 12 inches wide. This condition is worst on east side. Maintenance required at once to preserve edges of pavement. New material required to build up shoulders.

Mile 0.5 Telephone pole 1/3 plus 150 ft. Right shoulder:- Mixed gravel and sand shoulder, 30% voids. Not sufficient binder (fines). No water in trench at first, half inch two minutes after excavation, half inch below pavement. 1½" water in ditch. Grade level.
Top of shoulder ont
Left Shoulder:- Same as right but no water in trench after two minutes and no water in ditch. 30% voids, more fine sand in mix.

Mile 0/7 New house construction at west side of pavement. East shoulder rutted for 150 feet from 0 to 1 ft. in depth and 4 ft. wide. East edge of pavement unsupported. Shoulder must be rebuilt at once to preserve edge of pavement.

Mile 0.8 Shoulder on fill settled away from pavement for 100 lineal feet on east side for a depth of four ft. Needs to be rebuilt at once to protect the edge of pavement. Railroad track 200 ft. south.

Mile 1. Opposite power pole #10 left of railroad track. In general shoulders Mile ½ to Mile 1 need to be dragged up against the edge of pavement. No new material required except as specifically noted. Pavement Mile 0 to 1 in good condition; no failures.

Right shoulder mixed gravel and sand, 30% voids. No water in trench. 1" below pavement. 1" water in ditch. Grade level. Loosely compacted. (Top of shoulder)

Left shoulder same as right but 25% voids. Well compacted. 9" water in ditch.

Mile 1.5 Opposite power pole #34 left of railroad track. Shoulders from Mile 1 to 1.5 composed of excess of coarse rock and deficiency of fines. Shoulders 6" higher than pavement in spots, especially Mile 1.1 to 1.3. Needs reshaping, cutting down even with pavement and addition of fine material.

Right shoulder mixed gravel and sand 25% voids. No water in trench, no water in ditch. +3% grade, level with pavement. Well compacted. 200 feet to top of hill.

Left shoulder mixed gravel and sand 25% voids for 6" left of pavement edge. Balance 35% voids. 1" of water ran into the trench from that portion of shoulder containing 35% voids. 1" below pavement. Loosely compacted from 6" to left edge. (Top of shoulder)

Mile 1.95 Pavement broken through six inches wide and eighteen inches long at left edge of pavement.

Running ditch of water enters west ditch at road at Mile 1.95 and runs south on west side of road to culvert at Mile 2. Runs through culvert and forms lake on east side of road because trench between lake and outlet under railroad track is not wide and deep enough. Water within 6" of top of pavement from Mile 1.95 to 2. Road culvert running full. 13" pipe under railroad running 1/3 full. Remedy:- Deepen and widen ditch between railroad culvert and lake so that bottom of ditch is even with flow line of railroad culvert. Soil at this point is gravelly and pavement is not likely to be seriously affected by flood water.

Mile 2. Opposite power pole #9 left of railroad track. Shoulders from Mile 1/5 to Mile 2 should be dragged and re-shaped. Need to be built up in places and lowered in others. Pavement in good condition.

Right shoulder mixed sand and gravel 30% voids, well compacted. No water in trench 1" below pavement. 1" water in ditch. Level grade. (Top of shoulder)

Left Shoulder. Same as right but no water in ditch. No water in trench but two minutes later one cubic inch of water trickles in from left of shoulder.

Mile 2.35 to 2.40. Incipient failure 3' wide and 6' long at right edge of pavement. Winona depot, S.P. Railroad. Water in shoulder within 1" of top of pavement. Straight gravel shoulder 40% voids. Should be trenched straight to ditch two feet right, to prevent further failure, and trench backfilled with gravel. Trench to be same depth of ditch (foot of grade)

Mile 2.5 Approximately 25 ft. north of R.F.D. Box #172.
Right shoulder mixed gravel and sand, well compacted. 30% voids, level with pavement. No water in trench, ½" water in ditch. 4% grade.
Left shoulder same as right.

Mile 2.6 Pavement failure, broken off: 6" wide and 16" long on right side of pavement. -3% grade. No water in shoulder but mainly gravel; 35% voids. Sub-base wet, probably caused by locally weak sub-grade.

Mile 2.7 Six cubic yards of slide on west side; obstructs side ditch. should be removed.

Mile 3.0 Opposite pole #10 left of railroad track.
Right shoulder mixed gravel, 35% voids. 1½" water in trench, 3" water in ditch 1" below pavement. Plus 3% grade.
Left shoulder Mixed gravel and sand 30% voids. No water at first, two minutes later one cu.inch trickled in from up hill. No ditch on left.

Mile 3.05 Six cu.yds. slide blocks west ditch. Should be removed. Water standing in pockets as high as pavement on east side. (Top of hill)

Mile 3.15 Opposite power pole #16 left of railroad. 150 cu.yds. of slide west ditch at Ben Maxwell's house, breaking back to within 10 feet of porch. REMEDY:- Pile bulkhead about 100 ft. long parallel to outside line of ditch, or a 300 ft. tile drain back of house cutting off ground water from slide. This drain would be at unknown depth but must go to sliding plane of soil, usually impervious soapstone or hard strata.

Mile 3.25 Pavement failure, broken through. 2 ft. wide and 3 ft. long on right side. Hole 3" deep, 1 ft. wide and 1 ft. long on left side.
Caused by settlement over 12" concrete culvert. Beginning to settle on east (right) side. Water on pavement should be drained off.

Mile 3.5 Opposite power pole #31 left of railroad.
Right shoulder on curve, plus 3% grade. Mixed gravel and clay, well compacted, mostly clay. 18% voids. No water in trench, ½" water in ditch level with pavement.
Left shoulder same as right but no ditch.

Mile 4.0 100 ft. north of top of hill, 50 ft. north of R.F.D. box #154.
Right shoulder mixed sand and gravel, well compacted. No water in trench, ½" water in ditch. 25% voids, plus 2% grade, level with pavement.
Left shoulder same as right.

Heavy deep fills in vicinity of Mile 4 are settling some. Pavement has settled from four to six inches. Not noticable to casual observer. No breaks in pavement have occurred.

Patrolmen have dug holes from surface to tile drain, at irregular intervals, one to four feet down, and filled with coarse rock. Tendency will be for sub drains to silt up at these points. Sub drains are to take care of lower ground water level. Surface ditch should be made to carry surface water. These inlets from surface to sub-drain should be stopped up at once.

Mile 4.25 25 cu.yds. slide in west ditch. Not serious, no large areas affected, but should be removed.

Mile 4.30 Pavement settling on west edge in fill 40 ft. long and from 0 to 2 ft. wide. Found water under pavement running down -3% grade. Remedy:- Four shoulder drains at 10 ft. intervals, also cut off water 100 ft. uphill.

Mile 4.50–200 ft. south of road to left.
Right shoulder mixed gravel and sand 25% voids. No water in trench but 1 cu.inch trickles in from other parts of shoulder two minutes later. 1½" water in ditch level with pavement. Level grade. Shoulder soft, excess of sand on right.
Left shoulder same as right but 30% voids and well compacted. Surface drainage poor, ruts hold water in these shoulders. ½" water in ditch.

This is on 3 ft. fill. Immediate steps should be taken on this fill with bleeders to drain these shoulders to prevent settlement of pavement.

Mile 5. Right shoulder mixed gravel and sand, 30% voids. Loosely compacted. Saturated but no free water in trench at first. 5" water in ditch. Level grade. Level with pavement. Two minutes later 1" water in trench.

Opposite 24" oak tree 12 ft. east of pavement.

Mile 5. Left shoulder, same as right but 35% voids. Coarser gravel. Water seeping down junction plane at shoulders and pavement. No free water in trench. No ditch.

Surface ditch from Mile 4.9 to 5.1 on west side should be deepened. Tile drains under approach to house should be lowered 1.5 ft to be effective.

Mile 5.1 Fill sloughed away on east (left) side within one foot of edge of pavement for 75 feet. Remedy:- Refill with 100 to 125 cu.yds. of material and build new gravel shoulder.

Mile 5.1 to Mile 5.2 Ditch water undercutting fill, about 50 lineal feet of rip rap 8 ft. high required. Pavement not undermined yet but repair should be made during coming summer to prevent further trouble.

Mile 5.2 <u>Pavement failure, broken through.</u> 1 ft. wide and 18" long at left side of pavement. Failed opposite wood-Cutler's Road. Found 1" water in adjacent shoulder. This, in conjunction with excessive loads at this point, undoubtedly caused failure. Plus 3% grade.

Mile 5.5 Right shoulder mixed gravel and sand, well compacted, 30% voids. 1" water in trench 2" below pavement. 1" water in ditch. Level grade. End of pavement.

Top of Shoulder

Left shoulder mixed gravel and clay. 20% voids. Well compacted. No water in trench, 4" water in ditch, level with pavement.

Top of Shoulder

General:- The gravel shoulders on this 5½ mile section are in especially poor condition. The gravel is too large and contains too little sand or clay. The general condition is a high percentage of voids. The gradient is rolling for the most part and acts as a natural drain for the shoulders. This is the saving feature.

The soil conditions on this section are good in many places. Mixed earth and loose rock or gravel afford good foundation for pavement. Slides are prevalent, however, on west side at a number of places and the ground contains numberous springs. These have been taken care of by sub-drains during construction. On the whole, due to rising and falling grade, the natural drainage is good and ground water level low. The pavement to date is in excellent condition.

Immediate attention during the coming season should be given to a thorough repair of these shoulders. They should be re-shaped with blade grader and voids reduced by dragging in fine material from adjacent earth shoulder. In some places these gravel shoulders resemble a number of billiard balls piled in a trench.

March 30, 1921

F. A. 18

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

I have received the detailed inspection report on Federal Aid Project No. 18, and have requested Mr. W. D. Clarke, Division Engineer, to have his maintenance crews make such repairs as are necessary.

Respectfully,

State Highway Engineer.

HH:LH

PR 1/ Enclosures

zhw

March 19, 1921

Mr. A. T. Mercier, Supt.,
Southern Pacific Lines,
Union Station,
Portland, Oregon.

Your file 22.

Dear Sir:

Receipt is acknowledged of your letter of March 7th relative to lease at Derry station for site for storage of paving material, with lease forms in our favor attached.

It is noted that this lease covers a full year period and as we will only require this space for a month or two longer it is respectfully requested that if consistent with your general policies that this ground space be rented to us on a monthly basis.

Lease forms are returned herewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:LH
Encls.

Copy for State Highway Department

OREGON ROAD

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-1.

March 19, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The modified project agreement and certificate to cover Oregon project No. 18 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB:FA

Copy for St... ...hway Department
OREGON

Oregon Project No. 18, Federal Aid Road Act,
July 11, 1916, (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on August 6, 1919, by the State Highway Department of the State of Oregon and on August 26, 1919, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon Project No. 18; and

WHEREAS, the State Highway Department of the State of Oregon has now requested that the approved estimated cost for said project be decreased from $447,667.22 to $352,816.75, and that the Federal funds approved and set aside to the credit of said project be decreased from $223,833.61 to $176,408.37:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department of the State of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred seventy-six thousand, four hundred and eight and 37/100 dollars ($176,408.37) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of one hundred seventy-six thousand, four hundred eight and 37/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of three hundred fifty-two thousand, eight hundred sixteen and 75/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Department of the State of Oregon on the 10th day of March 1921, and the Secretary of Agriculture on th 19th day of February 1921.

State Highway Department of the State of Oregon.

By _____
Chairman, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
State Highway Engineer.

_____
Acting Secretary of Agriculture.

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF ..... Oregon .....

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of ..... Oregon .....

for the construction of a rural post road between ..... survey station 0+0 at W. end of Salem Bridge across Willamette River and survey station 698+46 at east city limits of Dallas .....

..... locally known as ..... Salem-Dallas Highway, Polk County ..... and

designated in the records of this Department as Project No. ..... 18 ....., State of ..... Oregon .....

SECOND. That in accordance with said section 6 I have approved the sum of $ ..... 352,816.75 ..... in lieu of $223,833.61 approved by certificate of August 26, 1919. as the total estimated cost of said project, and the sum of $ ..... 176,408.37 ..... as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this ..... 19th ..... day of ..... February .....

one thousand nine hundred and ..... Twenty-One ....., as witness my hand and the seal of the Department of Agriculture.

E. W. Ball

Acting *Secretary of Agriculture.*

Copy for State Highway Department
OREGON

J-1

February 12, 1921.

Mr. C. H. Purcell,
District Engineer,
P. O. Box 4167,
Portland, Oregon.

Dear Sir:

As requested in your letter of February 5, we are today recommending that the project agreement on Oregon Federal Aid Project No. 18 be amended, reducing the total estimated cost from $447,667.22 to 352,816.75, and the Federal Aid from $223,833.61 to $176,408.37.

Two copies of the estimate upon which will be based the project agreement as amended are attached hereto and supersede those transmitted with our letter of July 11, 1919.

Very truly yours,

Chief Engineer.

Enclosures:
Estimate.

lg-mlw

State 176,408.38
Govt 176,408.37
$352,816.75

cc PRIX cc

xc. demi-finale
jouée Octave Huber
le Cak.
Noe

PRR
18

February 9, 1921

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. C. L. McKesson.

Gentlemen:

Receipt is acknowledged of your letter of February 2nd regarding maintenance of the Salem-Dallas Section, Federal Aid project No. 18, and you may be assured that every practicable effort will be made to keep this section in proper condition.

As part of our regular maintenance organization a patrol man has been placed upon the section from the Salem bridge to Brunks Corner and is giving his entire time to keeping ditches open, removing slides, maintaining shoulders, etc. This work was begun late in December but the almost incessant rains since that time have made it impossible for him to do much more than keep even with the work. As good weather comes it is planned to add additional material to the shoulders at places such as you mention and make other improvements in the general conditions.

In answer to your question as to future plans with reference to this project, I can only say at this time that the project is so closely related in the general plans of the Commission with the remainder of the road program for Polk County that it is in the same uncertain condition as other sections and will probably remain so at least until it is definitely known what action the legislature may take.

Respectfully yours,

HERBERT NUNN,
State Highway Engineer.

By

Division Engineer.

WDC:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

February 2, 1921.

REFERRED TO
Clark
BY H. N.

ANSWERED
W. D. CLARKE

State Highway Commission,
Salem,
Ore.

Gentlemen:-

An inspection has been made of Oregon Federal Aid project No. 15.

Broken places in the pavement were noted near Sta. 126, Sta. 153 and Sta. 170. Unless these breaks develop it would seem advisable to postpone repairs until the rainy season is over.

The shoulders should have constant maintenance. At some places, particularly between Sta. 110 and 190, much oversize gravel has come to the surface in the shoulders and this should be removed. Near Sta. 275 the embankment has been washed down on the south side until it is endangering the shoulders.

Please give these matters such attention as may be necessary to keep the project in a creditable condition.

We should be pleased to have information as to future plans with reference to this project.

Yours very truly,

C. H. Purcell

District Engineer.

Silv. Wilson

Jan. 20, 1931.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File - FH #18

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for Project Agreement on the Salem-Dallas Section, Oregon Federal Aid Project No. 18, with a request that it be substituted for the present estimate upon which the Project Agreement is based. This estimate does not affect the ultimate amount of Federal Aid upon the project, and has been prepared in order that the amount set aside by the Treasury of the United States may correspond with the sum required by the contract prices and quantities.

Very truly yours,

HENRY HYDE,
State Highway Engineer,

By

Office Engineer.

Mic. by J. W. McCourt.

Enc.

Enc.

OREGON STATE HIGHWAY DEPARTMENT. FEDERAL AID PROJECT NO. 18

SALEM-DALLAS SECTION OF THE SALEM-DALLAS HIGHWAY
IN POLK COUNTY.

(Revised Estimate as basis for Project Agreement. Based on Contract Prices.) Jan 19, 1921

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | | $ 1,000.00 |
| 28,700 | cu yds | Common Excavation @ | .65 | 18,655.00 |
| 200 | " | Solid Rock " | 2.00 | 400.00 |
| 11,500 | sta yds | Overhaul | .05 | 575.00 |
| 500 | lin ft | 6" Porous Drain Tile | .25 | 125.00 |
| 150 | cu yds | Rock Backfill for Drains | 4.50 | 675.00 |
| 860 | lin ft | 12" Culvert Pipe | 1.25 | 1,075.00 |
| 292 | " | 18" Culvert Pipe | 2.50 | 730.00 |
| 44 | " | 24" Culvert Pipe | 3.25 | 143.00 |
| 40 | " | 30" Culvert Pipe | 4.25 | 170.00 |
| 86 | " | 36" Culvert Pipe | 5.25 | 451.50 |
| 68 | cu yds | Class "A" Concrete | 28.00 | 1,904.00 |
| 50 | " | Class "B" Concrete | 25.00 | 1,250.00 |
| 56 | " | Class "C" Concrete | 20.00 | 1,120.00 |
| 3,900 | lbs | Metal Reinforcement | .10 | 390.00 |
| 2,460 | lin ft | Wood Guard Fence | .75 | 1,995.00 |
| 9 | M-FBM | Lumber & Timber | 40.00 | 360.00 |
| 122,700 | sq yds | Type "D" Pavement | 2.00 | 245,400.00 |
| 128,000 | lin ft | Shoulder Construction | .06 | 8,280.00 |
| 400 | cu yds | Clay or Earth Filler | 1.00 | 400.00 |
| 11,900 | " | Broken Stone or Gravel for Base | 2.00 | 23,800.00 |
| 5,960 | " | Broken Stone or Gravel for Shoulders | 2.00 | 11,920.00 |
| | | Sub-Total | | $ 320,742.50 |
| | | 10% Engr. & Cont. | | 32,074.25 |
| | | TOTAL | | $ 352,816.75 |

Length of Project 13.07 miles.
Cost per mile $26,994.39.

| | |
|---|---|
| State Funds Available | $ 176,408.38 |
| Federal Funds Requested | 176,408.37 |
| TOTAL | $ 352,816.75 |

Federal Aid Recommended - - - - - - - - - - - - - -

P.F. 14

January 15, 1923

Memorandum.

J. M. Devers.

Relative to the agreement to provide for payment of the work completed on the Salem-Dallas contract and providing for a continuation of the same if thought advisable by the Commission -

Final payment for all work done to date by Huber.

Time of watchman from the date of moving the plant to date that definite instructions are given to terminate or continue the job.

Cost of moving the paving plant from Hola to new locations.

Cost of hauling asphalt from railroad to plant site.

Interest on retained percentage from date work completed to date on which final payment is made.

BAK:LH
cc. Mr.W. D. Clarke, Office.

CONTRACT# 174

PR-15 Burns-Lawen Oct. 1918 - Oct. 1919

#1

174

Dec. 31, 1919.

Mr. C. E. Randels,
Burns, Oregon.

Subject: Corrugated pipe, Burns-Lawen Section.

Dear Sir:

I have yours of December 22nd asking for official permission to allow the Pacific Bridge Company to install corrugated iron pipe in place of concrete on the Burns-Lawen Section. Our records seem to be confused, but upon application from the Pacific Bridge Company I recommended to Mr. Munn that they be allowed to use the metal pipe owing to the cold weather conditions. We are not clear as to when this permission was given, but a letter of December 13th to this office from Mr. Kenneth S. Hall, Testing Engineer, states that he has inspected a shipment of pipe from Hodson-Feenaughty Company to the Pacific Bridge Company at Crane. Have written Mr. Hall to advise us of the amount of shipment, size of pipe, etc., that we may recognize same, but have not heard from him as yet.

If a shipment arrived at Crane after December 13th it is doubtless the one that was inspected by Mr. Hall. It is the plan hereafter to have all shipments inspected in Portland before sending out. This will relieve us from the responsibility of sending samples. I do not know of any permission granted the Pacific Bridge Company to use lighter gauge metal. A controversy has arisen over the pipe metals not complying with our specifications.

Mr. Munn rules that pipe already delivered and orders taken at present should be filled with the material available, but that thereafter inspection will be made and that pipe material should comply with our specifications. Let's take steps to see if this shipment was inspected by Mr. Hall. Please report upon its arrival at Crane, amount of pipe, sizes, etc.

Very respectfully,

Division Engineer.

WOB/B
cc Mar.

STANFORD CROSS SECTION

Burns-Lawen Gravel

Dec. 11, 1919.

Mr. William Hanley,
Burns, Ore.

Dear Sir:

I am pleased to acknowledge receipt of your favor of December 1st. We appreciate your calling to our attention the comparative merits of the gravel from different pits near Burns.

After thorough investigation we believe that the material from the Baker pit is among the best we have ever seen in the way of natural road surfacing material. Should like very much to see this material placed upon the Burns-Lawen Section, but we were facing the situation of additional cost and a shortage of highway funds for this work.

Feeling that it was necessary under the conditions to use the gravel from pits to be stripped at station 180, and desiring to make sure of the suitability and quality of same, we secured the services of other men who make such matters a specialty. You will be interested to know that this material has been passed upon favorably as material that will make an excellent road. I can personally say that we have made good roads out of similar material at other places. I hesitated on account of local information such as supplied by your letter, and we are very thankful for such cooperation. This work will be watched as the surfacing progresses, and the information that you have kindly submitted along with others will be used and applied.

Thanking you for the kind offer of the courtesy of your ranches to our Commission, I am

Very respectfully,

HOB.B

Division Engineer.

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATER'ALS

December 6, 1919.

Mr. Herbert Hunn, State Highway Engr.,
Salem, Oregon.

Burns - Crane Road - Central Oregon Highway.

Bureau of Public Roads - Oregon Project #13.

In conjunction with Mr. Bennett and Mr. Randels I visited this project on Sunday November 30th.

The progress on the work and conditions have been thoroughly covered in the report made by Mr. C. L. McKesson, of the Bureau of Public Roads, under date of Nov. 25th, copy of which was sent to you.

I carefully examined the gravel exposed in pits near Sta. 180. In all 99 pits have been sunk and these show about 5 ft. of stripping and about 4½ ft. of gravel. The bottom of the gravel has not been reached however and in my opinion there will be between 5 ft. and 6 ft. of gravel in this deposit. The gravel is fine all passing the 2" ring and about 90% passing the 1½" ring. The gravel contains approximately 50% of sand passing the 1/4". Of this sand between 30% and 40% is coarse material rendered on a #10 sieve.

A short stretch of road about 100 feet has been covered with 4" of gravel and this is packed well and in my opinion the gravel will make a good gravel road. While this gravel does not contain as much clay binder as in the pit now being used it is well graded and in my opinion will readily pack and make good road surface.

The gravel now being used is obtained from the pits about 3½ miles northwest of the beginning of the road. This material is of very good quality and it contains sufficient binder to pack easily under traffic. There is present however, considerable oversize varying in amount from 15% to 30%. This oversize should be removed by screening and it would be advisable to crush the oversize and return it to the gravel.

The average cost of hauling from the present pit would be about $6.00 per cubic yard against a cost of about $4.00 per cubic yard from the pits at Sta. 180. The cost of a cubic yard of gravel on the road from pits 3½ miles northwest of the road would be about $ 7.50 against a cost of about $5.10 from the pits on the road. This latter cost includes an allowance for 30 cents for stripping. Under these conditions it is my opinion that no more gravel should be hauled from the present pits and that arrangements should be made as soon as weather permits to strip the gravel

Burns - Crane Road - Central Oregon Highway

Bureau of Public Roads - Oregon Project #15.

at Sta. 180 and to use this gravel on the road. It is further my opinion that there is not sufficient difference in the quality of the two materials to warrant the difference in cost of $5000.00 per mile.

Respectfully submitted,

E W Loyell

EWL/Y

CC - Herbert Munn (2)
Office of Public Roads (2)
M. O. Bennett
Chas. H. Randels

FORM 4 1000-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1919.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

This is to acknowledge receipt of your letters of December 1st and December 4th, with regard to the gravelling of the Burns-Lawen Federal Aid Project.

From the data you have given in these letters, together with the information contained in reports by Mr. Lazell and Mr. McKesson of the Bureau of Public Roads, it is apparent that the material for this surfacing should be secured from the proposed gravel pit in the vicinity of Station 180, and we would recommend that the hauling from the other borrow pit be discontinued at the earliest possible time. We could not, of course, reasonably expect the contractor to hold his trucks idle while the proposed new borrow pit is being stripped, but we believe that this matter will be taken care of automatically, as we are advised by Mr. Lazell that Resident Engineer Randels has wired him to the effect that the contractor has been forced to discontinue work on account of the freezing weather which they are having in that section. We believe that the contractor should be required to strip the proposed pit at the very earliest possible time, in order that the material may be available for surfacing purposes as soon as the weather conditions will permit the resumption of this work. It is very possible that the stripping of the pit could be handled during weather which would not permit of grading work upon the road itself.

We are not yet in receipt of Mr. Lazell's written report, but he states that this will be ready for submission on Monday the 8th, and you will undoubtedly be supplied with a copy of this report.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By S. A. Probert
Office Engineer.

SHP-MM

FORM 4A 10-19-18

S. BENSON, PORTLAND, CHAIRMAN
J. H. BURGESS, PENDLETON
S. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON,

Dec. 4, 1919.

RECEIVED
DEC 5 1919
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

As per my letter written in longhand on December 1st at Ontario, I attach herewith blue print showing location of test pits at Mile 2 of the Burns-Lawen post road project.

You will note that the average thickness for stripping is 5.2 feet. Average thickness of gravel is 4½ feet. The figures showing thickness of gravel is a minimum owing to under ground water interfering with digging deeper. The surface of the water at present is about 7 feet below surface of ground, or about two feet below top line of gravel. You will note that there are three sand pockets within the area thoroughly prospected. These can be avoided in laying out the area to be stripped.

The area to be stripped will be from 150 to 250 feet wide and extend along parallel to center line from station about 177 to 187. If 4½ feet of gravel is taken out it will be necessary to strip between 4 and 4½ acres. The stripping will amount to about 7000 yards per acre making a total of about 30,000 to be stripped. This means a cost of about $9000 for stripping as compared with a payhaul item of about $70,000 extra if material is to be taken from the Baker pit.

Very respectfully,

ANSWERED
S.H Probert

Manche O. Bennett

MOB/B

Division Engineer.

cc Dr. Lazell.

FORM 4 A 1M-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

R. H. KLEIN, SECRETARY AND ASSISTANT ENGINEER

NOTED H.N.

NOTED H.N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

268

Ontario Or. Dec- 1- 19

PENDLETON,

Mr. Herbert Nunn
State Highway Engineer
Salem

DEC 1919

Dear sir:—

I beg to report upon situation at Burns Laterite grading and graveling job- Pacific Bridge Co. contractors. As reported to you on Nov. 4th contractor refused to continue stripping pit as staked out by me and requested permission to haul from a pit that is 3½ miles from the job. Being supported by the Burns Comm. club and Harney Co. court in his contention that it was impracticable to strip said pit, and that no gravel existed there- I gave consent to haul from above mentioned Baker pit until further investigation could be made.

On Nov. 13th the writer arrived at Burns and laid plans for further investigations in the way of digging test holes over proposed pit. Pursuant to my instructions over 90 test holes were dug on 50 ft. centers. This prospecting has just been completed and yesterday in company with Dr. Sazell, and pursuant to your instructions we made thorough inspection of the whole situation. After inspection we met with Harney county commissioners and members of the Burns Comm. club.

In all test holes but three suitable gravel in suitable quantity was found. In three holes sand only was encountered. A map has been prepared

...WAY ENGINEER
...E O. BENNETT
DIVISION ENGINEER

...WAY COMMISSION

SALEM

PENDLETON,

showing location of pits - depth of overburden and minimum depth of gravel. Will prepare tracing of map and forward to you. Average depth of stripping is 5.2 feet. Average thickness of gravel 4.8 ft. Average water level at present is 7.3 ft. below surface of ground or 2.1 feet below top line of gravel. Gravel lays in fairly uniform blanket deposit. Dr. Lazell will report to you upon this in detail.

We have given instructions to the Contractor to discontinue hauling from the Baker pit and to strip and use pit as indicated by us at mile 2 of the project, according to terms and provisions of the contract. Dr. Lazell will submit for your consideration a proposed plan of procedure that will allow the traffic to use 2½ miles of the new location, and involve the use of the Baker pit until sufficient stripping can be done in our pit to begin gravel operations from same. The alternative from the suggested plan, would be to close gravel hauling until our pit is developed and ready.

ANSWERED
C. H. Prob.

Dr. Lazell's explanations and rulings at the Burns meeting helped much to allay the local sentiment against use of gravel from our pit, and the Contractor will speedily carry out our instructions. We were pleased to meet Mr. Swigart at Burns. I submit this pursuant to your instructions to report at once, and Dr. Lazell will report fully. If you have any instructions will be pleased to have them.

Very truly,
Marsh O. Bennett

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

December 6, 1919.

Mr. Herbert Nunn, State Highway Engr.,
Salem, Oregon.

Burns - Crane Road - Central Oregon Highway.

Bureau of Public Roads - Oregon Project #13.

In conjunction with Mr. Bennett and Mr. Randels I visited this project on Sunday November 30th.

The progress on the work and conditions have been thoroughly covered in the report made by Mr. C. L. McKeesen, of the Bureau of Public Roads, under date of Nov. 25th, copy of which was sent to you.

I carefully examined the gravel exposed in pits near Sta. 180. In all 99 pits have been sunk and these show about 5 ft. of stripping and about 4½ ft. of gravel. The bottom of the gravel has not been reached however and in my opinion there will be between 5 ft. and 6 ft. of gravel in this deposit. The gravel is fine all passing the 2" ring and about 90% passing the 1½" ring. The gravel contains approximately 50% of sand passing the 1/4". Of this sand between 30% and 40% is coarse material rendered on a #10 sieve.

A short stretch of road about 100 feet has been covered with 4" of gravel and this is packed well and in my opinion the gravel will make a good gravel road. While this gravel does not contain as much clay binder as in the pit now being used it is well graded and in my opinion will readily pack and make good road surface.

The gravel now being used is obtained from the pits about 3½ miles northwest of the beginning of the road. This material is of very good quality and it contains sufficient binder to pack easily under traffic. There is present however, considerable oversize varying in amount from 15% to 30%/ This oversize should be removed by screening and it would be adviseable to crush the oversize and return it to the gravel.

The average cost of hauling from the present pit would be about $6.00 per cubic yard against a cost of about $4.00 per cubic yard from the pits at Sta. 180. The cost of a cubic yard of gravel on the road from pits 3½ miles northwest of the road would be about $7.50 against a cost of about $5.10 from the pits on the road. This latter cost includes an allowance for 30 cents for stripping. Under these conditions it is my opinion that no more gravel should be hauled from the present pits and that arrangements should be made as soon as weather permits to strip the gravel

Burns - Crane Road - Central Oregon Highway

Bureau of Public Roads - Oregon Project #13.

at Sta. 180 and to use this gravel on the road. It is further my opinion that there is not sufficient difference in the quality of the two materials to warrant the difference in cost of $5000.00 per mile.

Respectfully submitted,

E W Lyell

EWL/Y

CC - Herbert Nunn (2)
Office of Public Roads (2)
M. O. Bennett
Chas. E. Randels

NOTED
C.H. WHITMORE

R.N. #15

NOTED H.N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads
Oregon 15.

POST-OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 29 1919
HIGHWAY

November 28, 1919.

State Highway Commission
Salem
Oregon.

Gentlemen:

Enclosed herewith is a copy of an inspection report of Oregon Project No 15 makde by Mr. C.L.McKesson.

From this report it appears that your district division and resident engineers are doing all they can to get the best surfacing with the funds available and it is a pleasure for us to back up their judgment in this matter.

In accordance with our recent telephone conversation, we have supplied Dr Lazell with a copy of this report.

It is very unfortunate that more prospecting was not done before the contract was awarded but now it seems to be a case of making the best of a rather bad situation.

Yours very truly,

(1 Enc.)

District Engineer,

RECEIV
DE NOV 29 191
STATE HIGHWAY E

Oregon
15
1

District Engineer

xxxxxxxxx
xxxxxxxxxxxxxxxxxx

November 25, 19

Central Oregon Highway, Burns-Lawen
Karney.

November 19, 1919 C.L.McKesson

INSPECTION made with Chas. E. Randels, Resident Engineer, Oregon State Highway Department.

EQUIPMENT: The only change in equipment since the last report consists of addition of five 3½ ton trucks and one 5 ton truck.

WORKING FORCE: Same as last report.

WORK IN PROGRESS: Grading Station 182 to Station 300; placing gravel from Station 75 to Station 179.

WORK DONE: Grading completed from Station 75 to Station 179. First layer of gravel in place between Station 75 and Station 132. Common excavation to November 10th. 13,200 Cu.Yds. Excavation gravel pit 9000 cu.yds. CLEARING 75% done. Work approximately 6% done, 5% of time elapsed.

MATERIALS: Gravel is now being obtained from a pit 3.45 miles Northwest of the beginning of the project. The material is very good in quality and contains sufficient binder to make it pack readily under traffic. It also contains considerable oversize, probably 15 to 20%, a portion of which is now being picked out by hand. This gravel should be run through a crusher or screen to remove oversize. At the present time the gravel is being used in the bottom course approximately 4 inches thick on the first two miles of the project.

Unfortunately the cost of hauling prohibits the use of the gravel above referred to on the whole project. It was originally intended to surface this project with gravel to be obtained from pits along the road and special

provisions were embodied in the contract providing that the gravel to be used is to be "the best gravel obtainable within reasonable hauling distance." The cost of hauling under the contract is $.55 per yard mile, the first mile being free haul. The cost of the gravel in place on the road, exclusive of the haul, is $1.40 per Cu. Yd unscreened and $1.50 screened. If gravel from the present pit is used on the entire job, the average pay haul will be 11 miles and the average cost of gravel in place about $7.50 per Cu. Yd.

The gravel pits along the road have not developed as well as they were expected to at the time the project was presented for Federal Aid. The Resident Engineer is now doing extensive prospecting for gravel along the road near Station 180 and has dug many test pits. Nearly all of these pits show 4 to 6 feet of gravel at a depth of about 6 feet. The Resident Engineer reports that the overburden can be removed at a cost of 30 cents per Cu. Yd. The gravel disclosed in these pits is not as coarse as that being used at present and will probably require screening to remove the excess of sand now present. It is my opinion that by screening, the gravel can be brought reasonably within specification requirements. This gravel does not contain as much clay binder as that now being used and will not pack as readily but it stands up well in the pits and should make a fair road surfacing. The average pay haul from this pit would be about 5.6 miles and the cost of the gravel in place about $5.10 per Cu. Yd. including the cost of stripping at 30 cents per C.Y.

It will be seen that the cost of gravel surfacing from the present pit, if continued throughout the job, would average about

$15,700.00 per mile, exclusive of all grading and incidentals. If the gravel now being opened up can be used for surfacing, the cost would be approximately $10,700.00 per mile. This difference in cost of $5,000.00 per mile does not appear to be warranted, even considering the difference in the quality of the two materials. In any event a cost of approximately $16,000.00 per mile for gravel surfacing is prohibitive. The contract was awarded on the theory that gravel should be used from pits along the road and the unit cost of $.55 per yard mile was based on the shorter haul. This price is clearly excessive for an 11 mile average haul. It would seem that the material along the road should be thoroughly tried out and I have suggested to the Resident Engineer that a small pit be opened and that a short stretch of road, say one-half mile, be surfaced with material from the new pit. After this material has had a chance to pack under traffic, it would be easy to determine whether or not it should be used on the remainder of the road.

The excessive cost of $7.50 per yard for material from the present pit, if used on the entire job, is largely due to the high bid price for hauling based on the short haul from pits along the road.

If suitable gravel can not be obtained along the road, I recommend that the Government should not participate in the additional cost involved in obtaining gravel from the present pit. A gravel surfacing requires much maintenance and is not worth $16,000.00 per mile, therefore, rather than go through with the project on that basis, it would be better to allow the project to be cancelled, should the State so desire, and wait until a pavement could be constructed. The cost of a hard surface pavement would

probably not exceed $25,000.00 per mile exclusive of grading. Of course, if the State has the money available to pay the excessive price for gravel surfacing from the present pit without an increase in Federal Aid, such a solution would be entirely acceptable to the Government.

The special provisions made a part of the contract contain the following clause:

"3. Material: Gravel satisfactory for this work is obtainable from gravel beds adjacent to the work. The Engineer shall be the judge as to whether the gravel from any pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities and toughness to the best gravel obtainable within reasonable hauling distance.

6. Gravel Pits: All gravel pits must be secured and developed at the sole expense of the contractor."

The State has well known and capable engineers in charge in this district and division and their opinion that the material now being developed in the pits along the road is suitable carries much weight.

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

November 24, 1919.

Mr. Manche O. Bennett,

Pendleton, Oregon.

Dear Sir:

I have requested Dr. E. W. Lazell of Portland to visit Burns for the purpose of settling a dispute on the gravel to be used on that job and have called his attention to the fact that there is a difference to the state of considerable money in the long and short hauls.

I wish you to take this matter up directly with the Burns people and if you find that the contractors are agitating this matter against the best judgment of our engineers, to give it all the publicity possible and to notify this office fully of the fact and we will have the superintendent of this construction removed from the work. I expect Dr. Lazell to reach Pendleton on Friday morning but he will no doubt get in touch with you. I should like very much to have you make the trip with him if possible.

Respectfully yours,

Herbert Nunn

State Highway Engineer.

HN:HI

Nov. 8, 1919.

Mr. J. W. Morris,
Pacific Bridge Co.,
Burns, Oregon.

Subject: Culvert pipe, Burns-Lawen Section.

Dear Sir:

As per your request we have recently given you permission to install corrugated iron pipe on the Burns-Lawen Section of the Central Oregon Highway. You will be interested to know that we are having difficulty with late orders for corrugated pipe in that most of the pipe is falling below our specifications in the matter of gauge. We have had to hold up some orders and have refused some of the material on this basis. Please be instructed to have samples of all corrugated pipe ordered submitted for our inspection before having same delivered. This is very important and will save possible cancellation of order and refusal of material after delivery.

Before material is shipped from manufacturer have samples cut and sent direct to Mr. E.W. Lazell, 537 Railway Exchange Building, Portland, Ore. Accompany each sample with a blank prepared for this purpose, properly filled out. We are requesting that the Salem office forward you some blanks without delay. Please give this matter first consideration to avoid confusion and delay.

Very respectfully,

Marcus Dunn

Division Engineer.

MOB.B

ccNunn
cc Harrington

FORM 4 12-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

H C.

# OREGON STATE HIGHWAY COMMISSION

SALEM

October 31, 1919.

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

Replying to your letter of October 29th regarding the request of the Pacific Bridge Company to use metal culvert pipe, would say that Mr. Morris is mistaken in saying that the bid was awarded on corrugated iron pipe. Our stenographer's notes on record shows that the contract was awarded on a basis of $126,467.00 which was the bid on concrete pipe, there being a difference in the bid of only $55.00. As has frequently been the case when there has only been a small difference, the Commission made the award on concrete pipe. Of course, where it is a matter of extending metal pipe already in the road, there is but one thing to do.

We are quite willing to leave the matter to your best judgment as you are familiar with conditions, but it would appear desirable to use concrete since it can be obtained at approximately the same price.

Note Mr. Morris's sarcasm regarding specifications on joints. If he will read between the lines he will see that what is required is a positive joint, since there are many patents for lock joints and other types and we couldnot specify any single type , but did not want a butt joint and it is apparent that the practice would require cementing the same together. The interpretation of this clause we are quite willing to leave to the engineer in charge.

If you are inclined to allow corrugated metal pipe, suggest that it be submitted for analysis and measured for gauge. We are in receipt all over the state of complaints fromour Engineers of skimping on the gauge, and substitution of inferior metal.

Yours truly,

Roy A. Klein
Secretary.

RAK:LM

GEO. W. SIMONS

# PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

## GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

[illegible] 1910.

[illegible]

[illegible]

[illegible]

FORM 4 10M-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. E. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Burns, Oregon, Oct., 31-1919

Mr, Manche O. Bennett,

Division Engineer, State Highway,

Pendleton, Oregon

Dear Sir:

Enclosed please find a sketch of the gravel pit and the test pits that I have put in recently.

There seems to be a sand pocket where the contractor started his shovel and gravel seems to be replaced by sand to a great extent ontthe left side of the grade from Station #204+50 to Station #217 which is all of the stripping that has been done and that stripping is not more than 65% completed.

Gravel shows up in the borrow pit from Sta. #155 to Sta. #179 but was unable to find it at all when I dug pits 100 feet to the left of the grade.

The County Court say they will not accept the gravel we have found along the right of way and have interes ed the City in protesting.
Mr. Rose, the Federal Inspector was not favorably impressed with the sample I shawed him.

Mr. Morris says he cannot work in water with his equipment tho the water level is two feet lower now than when he looked at the test pits the 1st of August with Mr. Harrington and I.

They have been stripping very slowly and by using this pit there will no gravel put on the road before winter shuts down the work and that wi

10M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

will mean next summer before gravel can be spread as of course water will be high in the Spring.

There is a good bank of gravel three and one half miles north west of the beginning of the project. The first course could probably be laid without screening but the second course would have to be screened.

Hope you will be able to get over here and look the situation over before deciding about the gravel.

The bank of gravel north is easy to get into and gravelling could begin at once should you decide to change pits.

Yours respectfully,

C E Randles

P.R.#15

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201


| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.


RECEIVED AT 76 THIRD ST., COR. OAK, PORTLAND, ORE. ALWAYS OPEN

168 W 154 2 EXTRA NL

BURNS ORG OCT 30 1919

W L THOMPSON

1090

FIRST NATIONAL BANK PORTLAND ORG

YOUR ENGINEER DECREED THAT GRAVEL FOR BURNS LAWEN HIGHWAY WAS TO BE OBTAINED BY STRIPPING FOUR OR FIVE FEET OF EARTH NEAR BEGINING OF JOB PERIOD SIX WEEKS AND SEVERAL THOUSAND DOLLARS HAVE BEEN WASTED IN THIS EFFORT PERIOD DEVELOPMENTS SHOW THAT THERE IS NO GRAVEL TO SPEAK OF AS MUCH AS EIGHT FEET OF EARTH IN PLACES HAVE TO BE STRIPPED TO OBTAIN ONE FOOT OF GRAVEL PERIOD PLENTY OF GOOD GRAVEL CAN BE HAD QUICKLY WITHIN REASONABLE HAUL

Very respectfully,

Marcher O. Bennett

Division Engineer.

MOB.B


OCT 31 1919

HERBERT HUNN

Form 1201

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 76 THIRD ST., COR. OAK, PORTLAND, ORE. ALWAYS OPEN

16BW 154 2 EXTRA NL SHEET TWO

AND PROGRESS COULD BE MADE WHERE AS NEW WORK IS
TIED UP WAITING FOR DIVISION ENGINEERS WHO PROMISED TO BE
HERE TODAY AND NOW WIRES THAT HE MISSED TRAIN AND
CANNNOT COME TILL NEXT WEEK PERIOD PUBLIC SENTIMENT IS AROUSED
AND OUR ROAD PROGRAM IS BEING INJURED BY THIS FAILURE
AT OUR FIRST EFFORT PERIOD IMMEDIATE ACTION IS NEEDED ON
YOUR PART IF WE ARE TO GET ANY WORK DONE
THIS FALL

S C LEVENS

COUNTY JUDGE

1045A OCT 31

MOD.3

Maurice O. Barnes
Division Engineer.

OCT 1 1914

FORM 4 10M-9-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Oregon, Oct. 29, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Subject: Culvert pipe Burns-Lawen Section

Dear Sir:

Please find attached letter from Mr. Morris of the Pacific Bridge Company regarding class of culvert pipe to be used on the Burns-Lawen Section. I note according to the blue print sent to us that the bid including corrugated iron is the low bid. It appears to me that, if consistent with orders already issued, it would be best for us to use the corrugated iron pipe. Kindly advise by wire and please return Mr. Morris' letter for our files.

Very respectfully,

Marshall O. Bennett

MOB.B

Division Engineer.

RECEIVED
OCT 31 1919

Form 1204

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT [illegible]

E15PO D 56 NL 3 EXTRA

BURNS ORG 2X OCT 27 1919

MANCHE O BENNETT (33)

PENDLETON ORG

AMOUNT EXTENDED IN HARNEY COUNTY WARRANTS BUILDING A ROAD WHICH WILL STAND PRESENT GRADE AS BEING BUILT IS ONLY A DUST BED UNLESS ROLLED THE GRAVEL WILL SINK OUT OF SIGHT GRAVEL IS WORTHLESS FOR ROAD CONSTRUCTION WE MUST PROTEST WE EARNESTLY ASK YOU TO COME AT ONCE AND INVESTIGATE CONDITIONS WIRE ANSWER

HASS

COMMISSIONER MCKINNON COMMISSIONER

OCT 28 1055A

FORM 4 1918-9-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Burns, Oregon, October 24, 1919

Mr. Manche O. Bennett,

Division Engineer, State Highway Department,

Pendleton, Oregon.

Dear Sir:

The Burns-Lawen Section of the Central Oregon Highway was under actual construction on September 3rd by the Pacific Bridge Company.

Yours respectfully,

C. E. Randels

Res. Engr.

Form 44—5M—2-20

QUANTITY SHEET

STATE OF OREGON
HIGHWAY DEPARTMENT

Construction - Section Central Oregon Highway
Pine Road Project No 15-
Contract # 174
Pacific Bridge Co -

16.73 miles grading
14.73 " macadamizing

Bids received July 8-1919 Pacific Bridge Co of Portland Oregon - lump sum bidder -

July 11th 1919 - Mr Thurman notified Pacific Bridge Co not to ship any equipment to this job until a recommendation of their proposal to construct, pending an investigation of materials.

July 24th 1919 Mr Thurman notified Pacific Bridge Co that the commission had awarded them the contract on basis of their bid of July 8th 1919

July 31st 1919 Mr M. O. Bennett wired Mr Thurman that gravel estimate on this section would be 176000 cubic yards

August 20th 1919 Contract was signed and executed - payment being changed from 46000 to 17600 cubic yards -

August 23rd 1919 Mr Thurman duly notified Pacific Bridge Co by letter acknowledging receipt of the executed copy of the contract and returning bond filed with their bid on this project

Aug. 23rd 1919 Mr Thurman also wrote to P.B.Co that the Highway Commission accepted their proposal to ship gravel bids @ 30¢ per cu yd and that the quantities could be shown on their estimate & that it would not be necessary to draw a separate contract for this purpose.

Sept 3rd 1919 work was begun on this project.

* Aug 19th 1919 Pacific Bridge Co wrote in reference as to whether a separate contract would be made for shipping saying "that at a meeting of the Commission held Aug 6th 1919 upon recommendation of district Engineer Bennett it was agreed that we should be given a supplementary contract to ship a newly located gravel pit at 30¢ per cu yd

October 1919 after the 1st gravel pit was shipped and due to the fact that the County Commissioners & the Highway Engineer were cautious in regard to the quality of the gravel expected and experience in past that State Highway Commission it was agreed to allow the Contractor to use a Baker pit 2 1/2 miles West of the beginning of the project

over

FORM 4 10M-9-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Pendleton, Oregon, Oct. 23, 1919.

Mr. C. E. Randel,
Burns, Ore.

Dear Sir:

I write suggesting that we employ on the Burns-Lawen Section a method used elsewhere in the laying of the grade line. We are using successfully on grader work the method of laying a grade line after the greater portion of the grader work has been completed. To explain further, we allow the contractor to throw up the grade with blade machines, then run levels over same and use a broken profile to provide the minimum amount of fresno work to move material laterally. This we find to be much to the advantage of the contractor rather than requiring him to work to a definite grade line on grader work. Please apply this method to your work between Burns and Lawen if you think it practicable. From what I have seen I believe it can be done to the advantage of the contractor and not to our detriment.

Very respectfully,

Division Engineer.

MOB.B

cc CAH

P.K. 15

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 15

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 23, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith is one set of specifications for Oregon Federal Aid project No. 15, approved by the Secretary October 3, 1919.

One set of plans, for the above named project, was mailed you October 22, 1919.

Yours very truly,

C. H. Purcell

District Engineer.

Noted
SHP

# SPECIAL PROVISIONS

To be used supplementary to the Standard Specifications on the Burns-Lawen Section of the Central Oregon Highway in Harney County, Federal Aid Post Road Project No. 15.

Single Classification of Excavated Material:

Under this contract all excavation, borrow, ditching, etc., will be classified as Common Excavation.

Gravel Surface:

1. Width of Thickness: The gravel surface shall be constructed sixteen (16) feet wide and eight (8) inches loose thickness.

2. Number of Courses: The gravel shallbe laid in two courses of four inches loose thickness each, and the hauling shall, in so far as practicable, be done over the surfacing as it is placed.

3. Material: Gravel satisfactory for this work is obtainable from gravel beds adjacent to the work. The Engineer shall be the judge as to whether the gravel from any particular pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities, and toughness, to the best gravel obtainable within reasonable hauling distance.

Alternate bids will be received on "Run-of-Bank Gravel" and "Screened Gravel". It is contemplated that some pits will be found to contain "Run-of-Bank Gravel", which will meet the specifications as regards grading and that in other pits it will be necessary to screen out excess sand and oversize stone. The Engineer shall be the judge of whether screening is or is not required.

For purposes of comparison of bids, it will be assumed that fifty (50%) percent of the total amount of material required will be "Run-of-Bank" and fifty (50) percent "Screened". On the work, however, these relative percentages may be varied to any extent.

4. Screening: Where the Engineer orders the gravel to be screened, all stone over two (2) inches shall be screened out, as shall also any sand in excess of the percentages stated in the specifications given on page 41.

5. Rolling and Sprinkling: Rolling and sprinkling of the gravel courses will not be required. Dragging and shaping will be required at intervals during the progress of the hauling.

6. Gravel Pits: All gravel pits must be secured and developed at the sole expense of the contractor.

Surety Bond:

A surety bond will be required for the faithful performance of the contract, in a sum equal to one-half (½) of the total amount of the bid, having as surety thereon an incorporated surety company licensed to transact such business in the State of Oregon, and satisfactory to the State Highway Commission; provided, however, personal surety bonds may be substituted for corporate surety bonds in the discretion of the Commission, in which event the Commission will deduct from the bid the amount of the premium required for the corporate bond.

Preference to be given Soldiers and Sailors:

"In the employment of labor in the performance of this contract,

preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made." (Section 6 of the Act of Congress, approved February 28, 1919, entitled "An Act making Appropriations for the Service of the Post Office Department for the fiscal year ending June 30,1920, and for other Purposes" - - Public No. 299, 65th Congress).

Pay Haul:

In his price bid for "run-of-bank gravel surfacing" and "screened gravel surfacing", the contractor will include the cost of hauling all material to a point one mile from the point of loading and this one mile haul shall be considered free haul.

Per each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on material deposited in the second mile as two miles, etc.

RECOMMENDED FOR APPROVAL:

CHIEF ENGINEER, BUREAU OF PUBLIC ROADS.

APPROVED: D. J. Wilson

Acting DIRECTOR, BUREAU OF PUBLIC ROADS.

over

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

B-R #15

8, 19

Form 1206

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 State St., Salem,
(Telephone 61)

B22PO B 33 NL

BURNS ORE OCT 21 1919

STATE HIGHWAY COMMISSION

SALEM OGN 41

ENGINEER HERE THIS DATE ADVISES THAT OUR CONTRACT IS ON CONCRETE AND NOT METAL PIPE THIS IS NOT OUR UNDERSTANDING OF THE ORDER OF THE COMMISSION AWARDING US CONTRACT PLEASE INVESTIGATE AND ADVISE

PACIFIC BRIDGE CO

1115AM

Answered S.H. Probst.

over

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

October 8, 1919.

MEMORANDUM FOR DISTRICT ENGINEER AT PORTLAND, OREGON.

On October 3, the Secretary executed the project agreement and certificate to cover Oregon project No. 15. Enclosed herewith is an original copy each of the project agreement and certificate for transmittal to the State Highway Department, and also one copy of each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures:

leb-dp

over

Form P. R. L. 2

State Oregon

Project No. 18

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

OVER

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this tenth day of September 1919, by and between the State Highway Department of the State of Oregon, ~~constituting, for the purpose hereof, the Highway Department of the State of Oregon~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 11th day of March 19 19, a project statement, which was approved by the Secretary on the 15th day of April, 19 19, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 3rd day of October, 19 19; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of ~~one hundred and seven thousand, three hundred and ninety-eight and 50/100~~ One hundred eight thousand, eight hundred eighty-one and ---------- 85/100 dollars ($~~107,398.50~~ 108,881.85) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:



over

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State of Oregon - Sale of Bonds under Chapter 175, Laws of
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the County of Harney by resolutions of July 5, 1918 and January, 1919.
By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 75+0, E. from city limits of Burns,
and a point E. at survey station 952+51.4 about 1½ miles E. of Lawen,
terminal points, a distance of 16.75 miles, known
locally as the Central Oregon Highway, Burns-Lawen Section, Harney Co., Road.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all time to inspection and

* Strike out if not appropriate.

over

approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. Section 6 of the Act of Congress of February 28, 1919 (Public No. 299 - 65th Congress).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of ~~one hundred and seven thousand, three hundred and ninety-eight and 60/100~~ One hundred eight thousand, eight hundred eighty-one and 85/100 dollars, certified to the Secretary of the Treasury as above mentioned, being ~~fifty~~ per cent of ~~two hundred an fourteen thousand, seven hundred and ninety-seven and no/100~~ two hundred seventeen thousand, seven hundred sixty-three and 70/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the~~

~~Secretary of the Treasury a warrant for the payment of the said certified sum, or so much~~ thereof as may be due under the terms hereof, to.

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and ~~authorized~~ under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to.....

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name) of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of ~~$10,000~~ $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

FM 99 8-14-17

271

STATE OF OREGON—HIGHWAY DEPARTMENT

WEEKLY REPORT

7

~~said maintenance is placed by the laws of said State, under the supervision of the Highway~~ Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 3rd day of October, 19 19.

State Highway Department of State of Oregon.
(Official title of Highway Department.)

By .....
Engineer, State Highway Commission.
(Title of officer.)

By .....
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission.
(Title of officer.)

By .....
State Highway Engineer.
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Secretary of Agriculture.

271

(E)

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from survey station 75+0 E. from city limits of Burns, to a point E. at survey station 958+51.4 about 12 miles E. of Lawen, locally known as Central Oregon Highway, Burns-Lawen Section, Harney County, and designated in the records of this Department as Project No. 15, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $17,763.70 as the total estimated cost of said project, and the sum of $108,881.85 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 3rd day of October one thousand nine hundred and nineteen, as witness my hand and the seal of the Department of Agriculture.

D. F. Houston

*Secretary of Agriculture.*

S. H. D. FORM 38 8-14-17

271

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Sept 20, 1919

County of Harney — Week from Sept 13 to Sept 20

Highway Central Oregon — Number in party 4

Section Burns - Lawen — Survey will be completed

Camp location Burns

Mail address Burns

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Referenced points Sta 406 to 954+.
Sub-Contractor Jetley has first ½ mile ready for Grade stakes. Set grade stakes Sta 75 to Sta 88.
Right of way cleared ready for grading Sta 680 to Sta 954+
Steam shovel busy stripping gravel pit
Made 500 stakes & figured cross-sections.
Spent two days looking for gravel near Lawen. no success

SEP 29 1919

Signed C E Randles

Title Res Engr

over

Aug. 29, 1919.

Mr. J. W. Morris, Supt.,
Pacific Bridge Co.,
Burns, Ore.

Subject: Grade line revision.

Dear Sir:

I have yours of the 18th inst. calling attention to Mr. Randel's changes in the grade line on the Burns-Lawen Section. I note what you say regarding the old and the new grade lines, and also what you expect us to do in the way of maintaining the yardage as previously estimated.

I wish to advise that these plans were made up hurriedly and am sorry to admit that they perhaps did not have sufficient inspection. You will agree, I am sure, that in a number of places the grade will have to be raised to cover properly the pipe, which should be laid upon the surface of the ground in as flat a country as this is. We have no desire, whatever, to injure the contractor in any way in our revisions, but we withhold the authority and right to make changes when necessary to secure a standard and first class roadbed. I do not agree with you regarding cutting through the high points. In order to secure an exposed roadbed both from the view point of drainage, air and snow conditions, we should pass over these higher points rather than cut through them unless they are very short, which would make the grade a broken one. Furthermore it would be to your advantage to have the grade go over the top, which plan will allow you to complete the work practically by the use of the blade, while if you cut through these places you would have to move this material longitudinally along the line. There is no objection to a fairly well broken grade line on highways. Most engineers and contractors do not agree with this, but they are fast coming to believe in usage of this kind of a grade line.

Mr. Randels has submitted the profile to us, and I have looked the thing over and am now sending it back to him. I do not believe the yardage will be changed materially if he will follow out my instructions.

As soon as Mr. Randels is able to make the revisions necessary we will advise you as to the change in yardage. I am also positive that this change will be negligible since our general ideas of what should be maintained for a grade line have changed but little.

We are always willing to talk these things over and I thank you for calling to to our attention at this time that we may proceed with a clear understanding. There is no time like the

over

present in matters tending towards misunderstanding. Will call at Burns in the near future and will gladly go over the situation with you and Mr. Randels, and Mr. Harrington.

Trusting I have answered your inquiry for the time-being, I am

Very respectfully,

Division Engineer.

MOB/B

cc Randels
cc Harrington

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

## GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

~~PORTLAND, OREGON~~
~~XXXXXXXXXXXXXXX~~
BURNS, OREGON.

Aug. 28, 1919.

Mr. M. O. Bennett, Div. Eng'r.,
State Highway Department,
Pendleton, Oregon.

Dear Sir:

Replying to your letter of the 22nd. inst. relative to borrow pits, I beg to advise that there was no misunderstanding in which Mr. Harrington was concerned as no agreements had been reached between us and the State Highway Commission relative to the Burns-Lawen work at the time we saw Mr. Harrington here. The contract had not been entered into and would not have been for so unusual a gravel pit except for your very practical and fair decision as to location, remuneration for stripping, etc. However, compromises cannot be reached without concessions from both sides and I am willing to go as far southeast with pit as right of way can be secured without delay which I take it you also wish to avoid. This is the east boundary of Section 14, T23S, R31E which is on the fourth mile from the Burns end of the contract. I am willing to do this if you insist, but I want to call your attention to the fact that the stripping is heavier and will cost both us and the State more money and take more time. The owner of the next section, on which there is gravel for a length of 0.6 mile from the Burns end, is antagonistic to the road, condemnation proceedings being now under way for the 60 foot right of way. I am unable to do anything with him for additional right of way fro gravel pits. I have wired the owner of Section 14 and expect a favorable reply without delay.

My steam shovel is now coming across country from Crane and I expect to be stripping Monday. Unless otherwise advised, I will commence working southeast from the center of said Section 14. If you should be down this way I would be very glad to go over the ground with you. On the ground there is a greater difference between stripping four feet and stripping five feet than appears on paper.

Yours truly,

THE PACIFIC BRIDGE COMPNAY

By J. V. Morris

C.C.-C.F.S.

Aug. 22, 1919.

Mr. J. L. Morris,
Pacific Bridge Co.,
Burns, Oregon.

Subject: Borrow pits.

Dear Sir:

I write in connection with the lobation of borrow pit as discussed by us recently, in Portland. Mr. Harrington fears that there may be some misunderstanding regarding the location of this pit. If thepit is opened as was indicated to him he says there will be a mile extra haul involved.

It is satisfactory to us for you to open up a long narrow pit paralleling the highway center line, provided that the location will involve a minimum amount of haul. In other words this pit should be located as far to the southeast as the gravel bed area extends. We do not wish to open a pit where the overburden is too heavy, but pit should be opened as near Lawen as practicable as long as the overburden is the average minimum.

I feel sure that you will gladly cooperate on this basis, but I write to make certain of a thorough understanding. If there is anything we can do towards helping to locate this pit, please call upon Mr. Randels.

Very respectfully.

Division Engineer.

MCM.B

cc Randel
cc CAH

FORM 4 SH-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

August 27, 1919.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In your letter of August 25th, with reference to the stripping of the Borrow Pit on the Burns-Lawen section, you state that no item will occur on the Monthly Estimates as "Stripping Borrow Pit", but that you will carry two classes of excavation, one to be paid for at $.30 per cubic yard, and one at the bid price for excavation as given in the Contract. You do not state why you prefer not to carry this item on your Monthly Estimates as "Stripping Borrow Pit". If you have some reason for this, we will be please bo be advised.

In this connection, we will state that we do not contemplate asking the Bureau of Public Roads to cooperate on the stripping of this pit. We will pay the Contractor for this item on our own vouchers along with the other contract items, but we will not include this item on our vouchers to the Federal Government.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By S. A. Probst
Office Engineer.

SHP-MM

FORM 4A 1M-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

RECEIVED
AUG 26 1919

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Aug. 25, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Subject: Unit price stripping borrow pit, Burns-Lawen.

Dear Sir:

I have yours of the 23rd asking about the agreement with the Pacific Bridge Company covering stripping of borrow pit on the Burns-Lawen Section.

As the pit they bid upon was upon the surface of the ground and carried no overburden, it was deemed advisable at the last Portland meeting to pay them for removing overburden upon any pits selected. The new pit carries about three or four feet of oberburden.

This material is to be paid for by the yard as excavation at the price of 30 cents per cubic yard. No item will occur on the monthly estimates as stripping borrow pit, but we will have two prices of excavation, the 30¢ material and the material to be excavated in making the grade. Trusting this meets with your approval and does not cause complications, I am

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB.B

ANSWERED
S. H. Probert

FORM 4A 1M-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON, Aug. 25, 1919.

Mr. C. A. Harrington,
Baker, Oregon.

Subject: Revisions Burns-Lawen profile.

Dear Sir:

I have received your letter of August 24th and profile from Mr. Randel. Have inspected revisions made by him in pencil and offer the following notes on same.

In general, show minimum of 1 foot of earth on top of culvert pipes, 1½ feet mimimum preferred where practicable. If work can be done by grader, kindly grade line over humps conforming to ground survey where practicable to avoid moving material along line. Where humps are short it is just as well to cut through, but the question of having contractor go excessive distances with grader outfit to do a small amount of slip or fresno work should be considered.

Culvert pipe should be laid on top of ground where grade is slight.

Sta. 301 Revision appears to be OK
317 ± 50 Original appears best on account of culvert.
331 ± 50 }
361 } Raise over pipe. Remainder of revision
370 } at this point good.
375 Revision appears OK
388 ± 50 } Climb over pipe. Remainder of change OK.
402 }
473 }
490 } Believe original best.
497 Revision OK
515 Raise. Both old and new grade too low for pipe.
527 Revision OK
560 Revision OK
590 Revision seems to be OK.
612 Raise for pipe.
614 Cut through hill.
625 Revision OK
639 Stay with original on account of 18 in. pipe.
698 Original seems better.
714 Use a line about midway between new and old.
725 Revision OK.
732 Keep between the two lines.

...RY NOLAN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

# ...GON STATE HIGHWAY COMMISSION

SALEM

PENDLETON.

750 Revision OK
776 Revision OK
788 Revision OK
810 Revision OK
900 Keep between two lines
903 Raise over pipe
913 Revision OK
942 and 950 If grader work, follow ground line with grade rather than cut and hayl.

As per your request am sending profile back to Mr. Randels.

Very respectfully,

Manche O. Bennett

Division Engineer.

cc Mr. Randels.

MOB.B

FORM 4 10M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

August 23, 1919.

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are advised by the Pacific Bridge Company that it has been agreed between you and them to strip such gravel pits as may be required on the Burns-Lawen Section, at a unit price of 30¢ per cubic yard for material it is necessary to (strip) remove. I did not hear the conversation at the meeting and would thank you to confirm this if it is your understanding.

Yours truly,

Roy A. Klein
Secretary.

RAK:LM

August 23, 1919.

Pacific Bridge Company,
Ft. of Salmon Street,
Portland, Oregon.

Gentlemen:

I wish to acknowledge receipt of the executed copy of the contract for the Burns-Lawen Section of the Central Oregon Highway and I am accordingly returning the bond filed with your bid on this project.

Yours truly,

Secretary.

RAK:IM
1 Encl.

August 25, 1919.

The Pacific Bridge Company.
Ft. of Salmon Street.
Portland, Oregon.

Gentlemen:

Referring to the contract for grading and macadamizing the Burns-Lawen Section of the Central Oregon Highway, please be advised that the Highway Commission will accept your proposal to strip gravel beds from which it may be desired to secure gravel, at a unit price of 20¢ per cubic yard. These quantities will be shown on your estimate for the construction of this unit and it will not be necessary to draw a separate contract for this purpose.

Yours truly,

Secretary.

RAK:LM

State .....

Project No. OREGON PROJ. NO.– 15
(Not to be filled in)

O. P. R. and R. E.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) August 20, 1918.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

....., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by.....

.....

1. Local name of road Central Oregon Highway, Burns-Experimental Farm Sec.
2. Located between Burns and Crane County of Harney
3. Points of beginning and ending Road forks 1½ mile east of Burns. ends at a point two miles Southeast of Experimental Farm.
4. Length in miles (gross) 6 miles (net) 6 miles

NOTE.—In preparing the Project Statement attention is d[illegible]ed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

Project No. OREGON PROJ. NO. (Not to be filled in)

U. S. Dept. of Agr.

star route 4 miles;

5. Miles of project used as rural route 0 miles; miles over which there is a reasonable prospect that a mail route will be established 2; miles over which there is no reasonable prospect shown that a mail route will be established, which is per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction Upon completion of construction to Crane this road will be the main road from Burns to Crane and the principal East and West highway through the County.

(Use additionnl sheets, if nocessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will provide a more direct route from Burns to Crane being about 6 miles shorter than present route. This project is a part of the trunk highway of the state system.

11. Improved roads adjacent or contiguous and type of each The section of road 1½ miles long between the project and Burns is graded up and gravelled.
(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 0, (b) passenger motor vehicles 5, and (c) horse drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 12, (b) passenger motor vehicles 30, and (c) horse drawn vehicles 10

14. Description and present condition of traveled way partly graded earth road, cuts up badly in summer and muddy in winter. Travelling extremely difficult during winter season.

per cent.

16. Proposed type of construction Gravel macadam

17. Location, nature, and extent of deposits of local materials suitable for use on this project Large gravel deposits 3 miles north of Experimental Farm and 1½ miles west of Burns.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Six bridges requiring more than 20 ft. span, between beginning of project and Experimental Farm. See map.
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State and County.
(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State. $30,000.00
(Amount) (Source; refer to statute)

(b) County $8,000.00
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by
(State or (and) County)
from the following sources:

## RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

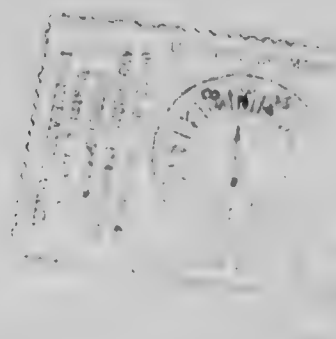
I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 2b, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary

Amount.

per cent.

16. Proposed type of construction..... Gravel surface .....



Department expecting the State funds which are or will be available for construction.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4).....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project..... Work will be done under Oregon State Highway Department's standard form of contract, contractor's bond, specifications, etc. as approved by the U. P. R. & R. E. on June 5, 1916.

This estimate approved by:

Herbert Nunn

(Title) State Highway Engineer.

26. Amount of Federal aid desired..... Twenty Thousand Dollars ($20,000.00) (State in ..... or ....., but not both)

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 4,000 | Cu. yds. | Excavation, 0% Rock | 060 | $240000 |
| 56,000 | Sq. yds. | Surfacing of Gravel macadam | 060 | 3360000 |
| 3 | | Structures of 20' span or under | | 120000 |
| 4 | | Structures over 20' span | | 520000 |
| | | Other items | | |
| 120 | lin. ft. | 12" culvert pipe | 200 | 24000 |

Length, 6.0 miles
Cost, $ 0000.00 per mile.

| | |
|---|---|
| Subtotal, | $43,640[illegible] |
| 10% Engineering and Contingencies, | 4,360[illegible] |
| Total | 48,00000 |

This estimate approved by:

Herbert S. Lunn

(Title) State Highway Engineer.

26. Amount of Federal aid desired Twenty Thousand Dollars ($20,000.00)
(State in ciphers and in words, or in decimals, one or both)

27. Payment desired on completion or as work progresses. As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project.

State Treasurer of the State of Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

**Respectfully submitted,**

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S Benson

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

OREGON PROJ. NO.— 15

Burns, Oregon, Aug 23 1918.

I, W. L. Feeney hereby certify that I am the duly appointed mail carrier between Burns, Oregon, and Crane, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that the present star route from Crane to Burns, Oregon, extends over that portion of the proposed Burns-Government Experimental Farm Highway, beginning 1½ miles East of Burns and extending to the Government Experimental Farm for a distance of 4 miles, and I further certify that I am familiar with the proposed diagonal route from the Government Experimental Farm to Crane, which route is not a mail route at present.

I would prefer to carry the mail over the proposed new road when it is constructed. Under the present conditions the mail route road is impassable in the spring for two months for trucks, and teams have to be used. In the fall conditions are almost as bad.

W. L. Feeney

Mail carrier between Burns, Oregon, and Crane, Oregon.

Burns, Oregon, March 13th. 1913.

13

I, Mamie Winters, hereby certify that I am the duly appointed postmaster of the post office known as Burns, Oregon; that I am familiar with the roads over which the United States Mail is carried, and I further certify that the present Star Route from Crane to Burns, Oregon, extends over that portion of the proposed Burns-Crane Highway, beginning one and one half miles east of Burns, and extending to the Government Expermental Station, or a distance of four and one half miles.

In addition to this I will say that this community is greatly in need of a graded road between these two points, not only for mail service, but Burns and vicinity are almost entirely dependable upon this route for supplies.

The present roads are almost impassable during the winter and spring months, as the country between these two points is practically level and the water stands in the road and most of the time the mud is hub deep to a wagon. The soil in this locality is of light formation and in the summer months the roads are soon badly cut up with chuck holes.

I earnestly recommend that, after this proposed Highway is completed, that the mail be routed over the same.

Mamie Winters
Postmaster at Burns, Oregon.

I, R. R. Crane, here by certify that I am the duly appointed postmaster of the postoffice known as Crane, Oregon; that I am familiar with the roads over which the United States mail is carried, and I futher certify that the present Star Route from Crane to Burns Oregon, extends over that portion of the proposed Burns-Crane Highway, beginning one and one half miles east of Burns and extending to the Government Experimental Station, or a distance of four and one half miles.

I earnestly recomend that, after this proposed Highway is completed, that the mail be routed over the same.

Total weight of mail dispached from Crane, to the Crane-Burns mail route for thirty days totaled in July to 19,255 pounds.

R R Crane

Postmaster at Crane, Oregon.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 4,000 | Cu. yds. | Excavation, 0% Rock | 060 | $240000 |
| 56,000 | Sq. yds. | Surfacing of Gravel macadam | 060 | 3360000 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| 3 | | Structures of 20' span or under | | 120000 |
| 4 | | Structures over 20' span | | 520000 |
| | | Other items | | |
| 120 | lin. ft. | 12" culvert pipe | 200 | 24000 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Length, 6.0 miles
Cost, $ 8000.00 per mile.

Subtotal, $43,64000

10% Engineering and Contingencies, 4,36000

Total $48,00000

This estimate approved by:

Herbert Lunn

(Title) State Highway Engineer.

26. Amount of Federal aid desired Twenty Thousand Dollars ($20,000.00)
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of the State of Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S Benson

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

OREGON PROJ. NO.– 15

Burns, Oregon, Dec. 23 1918.

I, W. L. Kearney hereby certify that I am the duly appointed mail carrier between Burns, Oregon, and Crane, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that the present star route from Crane to Burns, Oregon, extends over that portion of the proposed Burns-Government Experimental Farm Highway, beginning 1½ miles East of Burns and extending to the Government Experimental Farm for a distance of 4 miles, and I further certify that I am familiar with the proposed diagonal route from the Government Experimental Farm to Crane, which route is not a mail route at present.

I would prefer to carry the mail over the proposed new road when it is constructed. Under the present conditions the mail route road is impassable in the spring for two months for trucks, and teams have to be used. In the fall conditions are almost as bad.

W. L. Kearney

Mail carrier between Burns, Oregon, and Crane, Oregon.

Burns, Oregon, August, 13th. 1913.

15

I, Mamie Winters, hereby certify that I am the duly appointed postmaster of the post office known as Burns, Oregon; that I am familiar with the roads over which the United States Mail is carried, and I further certify that the present Star Route from Crane to Burns, Oregon, extends over that portion of the proposed Burns-Crane Highway, beginning one and one half miles east of Burns, and extending to the Government Expermental Station, or a distance of four and one half miles.

In addition to this I will say that this community is greatly in need of a graded road between these two points, not only for mail service, but Burns and vicinity are almost entirely dependable upon this route for supplies.

The present roads are almost impassable during the winter and spring months, as the country between these two points is practically level and the water stands in the road and most of the time the mud is hub deep to a wagon. The soil in this locality is of light formation and in the summer months the roads are soon badly cut up with chuck holes.

I earnestly recommend that, after this proposed Highway is completed, that the mail be routed over the same.

Mamie Winters
Postmaster at Burns, Oregon.

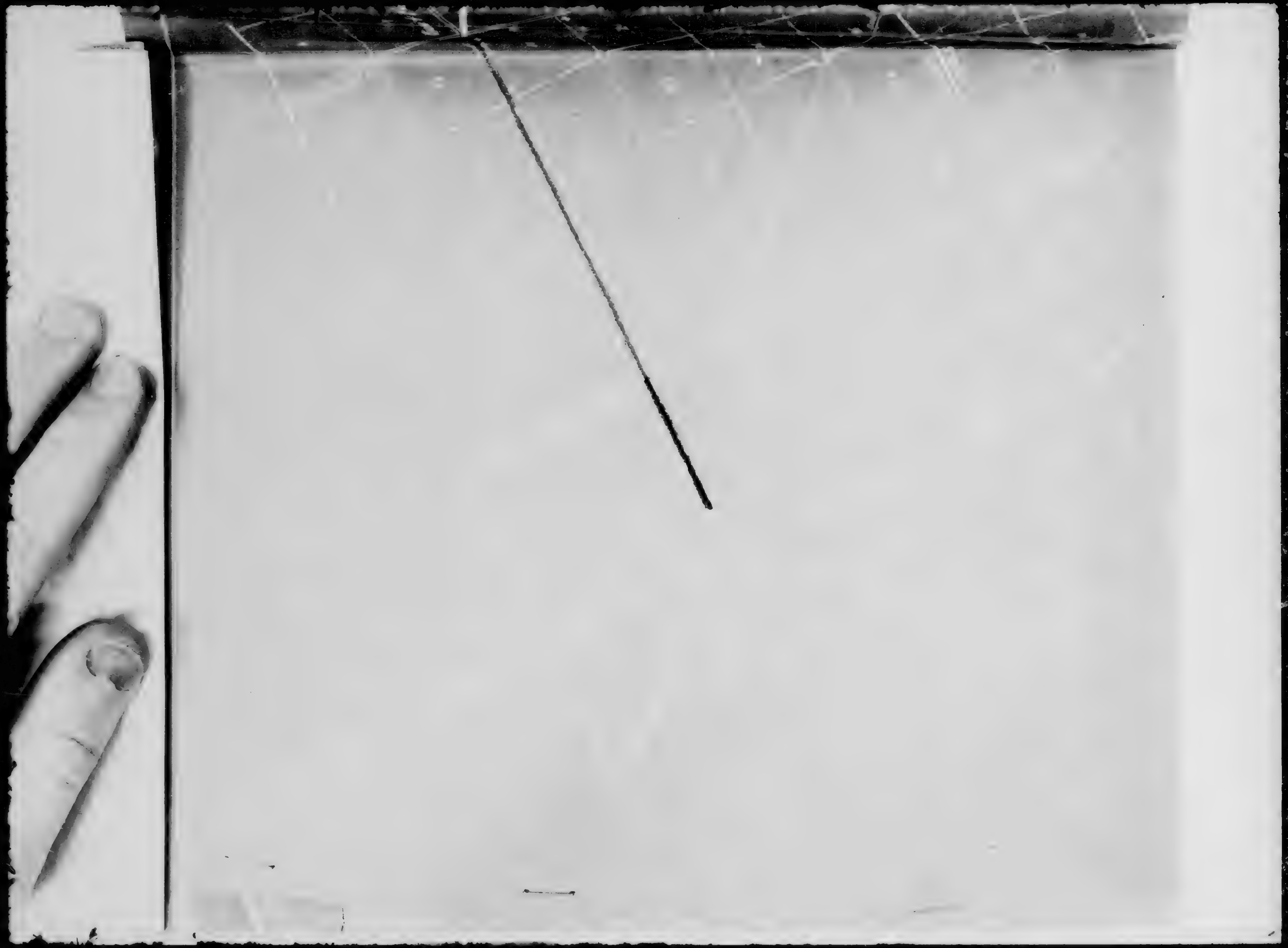
I, R. R. Cain, here by certify that I am the duly appointed postmaster of the postoffice known as Crane, Oregon; that I am familiar with the roads over which the United States mail is carried, and I futher certify that the present Star Route from Crane to Burns Oregon, extends over that portion of the proposed Burns-Crane Highway, beginning one and one half miles east of Burns and extending to the Goverment Experimental Station, or a distance of four and one half miles.

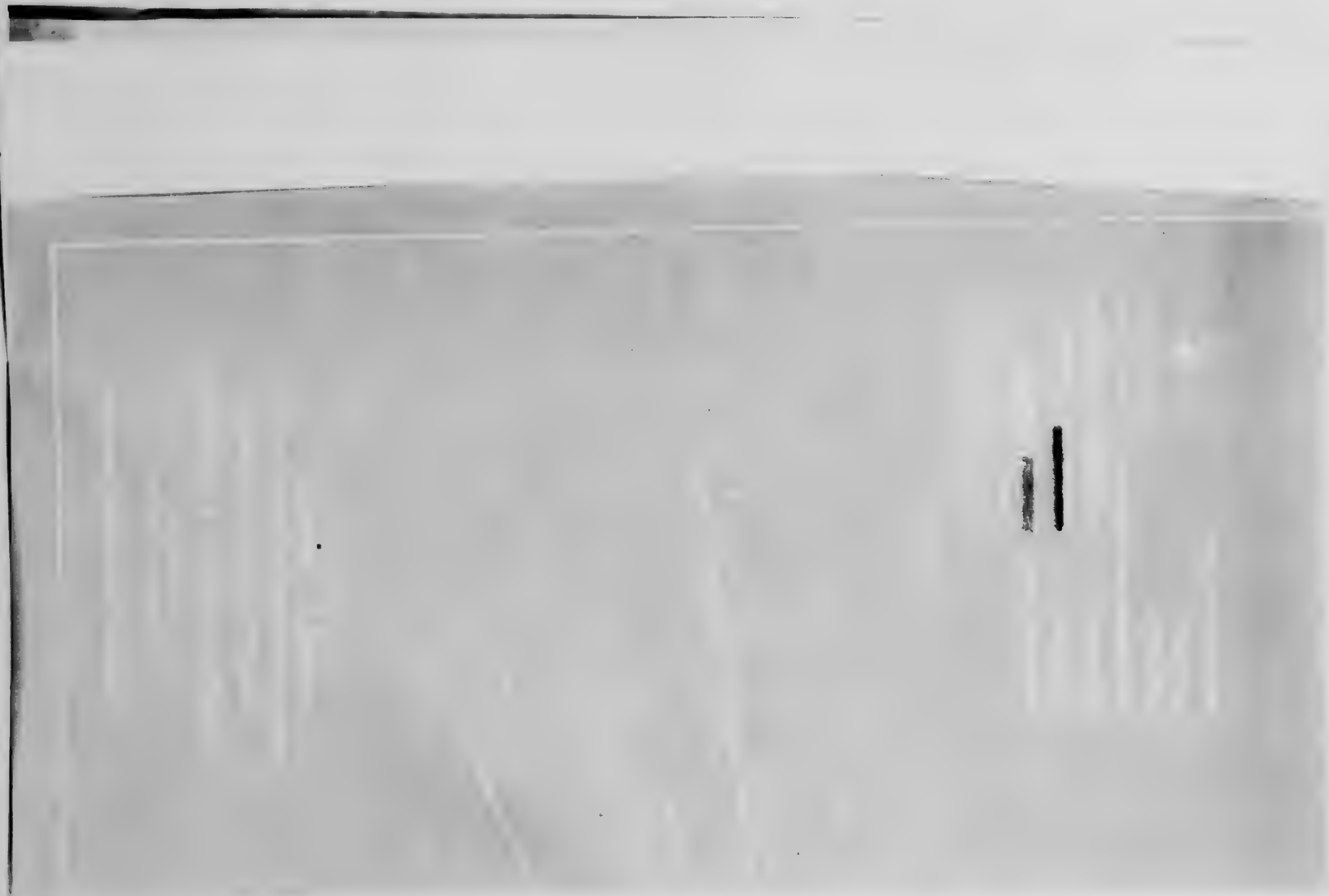
I earnestly recomend that, after this proposed Highway is completed, that the mail be routed over the same.

Total weight of mail dispached from Crane, to the Crane-Burns mail route for thirty days totaled in July to 19,235 pounds.

R R Cain

Postmaster at Crane, Oregon.





Aug. 30, 1930.

Mr. C. E. Daniels,
Burns, Ore.

Subject: Location of borrow pit [illegible]

Dear Sir:

During the controversy at the letting of the Burns-Lawen section to the Pacific Bridge Company, we agreed that the contractor should locate and develop gravel pit on mile 2 or 3 of this project to his best advantage. Mr. Morris explained that they would probably open a narrow pit 40 or 50 feet wide and perhaps a mile long paralleling the center line of the highway. This will be satisfactory to us provided the berm left between the toe of the fill and edge of borrow pit is substantial. Also side of borrow pit next to road should have proper slope to avoid future cave-ins.

If condemnation proceedings are necessary to secure borrow pit, please prepare the necessary maps showing area wanted, land ties, etc. However it is anticipated that contractor will be able to purchase the land necessary for said pit.

Trusting you are getting the work well in hand, I am

Very respectfully.

MOB.B

Division Engineer.

cc J.L.Morris
cc Harrington

Aug. 20, 1919.

Mr. J. L. Morris,
Pacific Bridge Co.,
Burns, Ore.

Subject: Borrow pit Burns.

Dear Sir:

Am pleased to answer yours of the 15th asking that I instruct Mr. Harrington and Mr. Randel regarding agreement on location of borrow pit. Accordingly please find attached copy of letter to Mr. Randel.

Trusting that the tractor arrives soon and that you meet with no difficulties in securing borrow pit, I am

Very respectfully,

MOB/B

Division Engineer.

H. C. CAMPBELL — GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

Aug. 15, 1919.

Mr. M. O. Bennett,
Div. Eng'r., State Highway Dep't.,
Pendleton, Ore.

My Dear Mr. Bennett:

I am today shipping out a 7/8 yard Thew shovel for the Burns-Lawen job. My first work will be on the stripping of gravel pit, the exact location of which I can not forsee at this time but which I think will be between the end of the second mile from the Burns end and a point one and four tenths ~~xxxxxxxx~~ miles southeast thereof - in other words, on the first section of land after the highway leaves the present road and starts in a southeasterly direction. To the best of my present knowledge, it will be my plan to strip a narrow pit say, 40 or 50 feet wide and a mile long. I trust you have taken up with Mr. Harrington or Mr. Randles the leaving of this exact location to the circumstances which will probably govern on the ground as you and I agreed.

I may have to call on you for the purchase or condemnation of the land necessary for borrow pit altho I hope I can arrange for it without any trouble. The owner is a non-resident and delay is what I wish to avoid. Mr. Klein told me that you were handling such matters for the eastern part of Oregon and to go to you direct. (If it became necessary).

My blades are on the way from Minneapolis and should arrive by Spt. 1st. I am unable to date to get anything definite on the tractor. Mr Klein has been advised by a Major Senior in New Jersey that the tractor is to have preferential shipment.

I will be in Burns Aug. 18th., to remain on the job.

Yours very truly,

H V Morris

B.R. #10

August 15, 1919.

Mr. Charles E. Randels,
Burns, Oregon.

Dear Sir:

All charges against the Burns-Lawen Post Road Project should be made under job prefix 15 PA. We note that bills recently submitted have been charged to prefix 13 VA, which was assigned to cover the Preliminary and Location Surveys, only.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MH

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

THE PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

Burns, Ore., Aug. 18, 1919.

Mr. M. O. Bennett, Div. Eng'r.,
State Highway Department,
Pendleton, Oregon.

Dear Sir:

I regret that it is necessary to trouble you so early over this Burns-Lawen job, but I found on my arrival here that Mr. Randles, acting under instructions from Mr. Harrington, has revised the grades until its own mother wouldn't know the child. There are without dispute several places where the grades could and should be changed for the betterment of the improvement - places where the old grade line curved in an unsightly manner over local excrescences which should properly be cut off. To these changes I do not object - rather the opposite. Neither do I object to any ordinary change of grade which is made for the improvement of the finished work. I do object to changes which are made solely to cut down yardage. Upon the invitation of the State Highway Commission I came over here and examined this work; I brought along a profile bearing the signature of the State Highway Engineer and the signatures of the Commission; On this blueprint was a statement mile by mile of the quantities. It is a blade job and will cost me about so much per mile without any particular regard to quantities. If these quantities are to be materially changed, after an examination of the ground, after bids are received and after the contract is entered into, it is a violation of the contract by the State - a violation which the State would not think of allowing me to commit.

I feel that an appeal to your fairness will be sufficient. The legal status of this question is already established in Oregon by our Supreme Court. It is not for me to offer any engineering comments but I cannot help but state that the original grades were none too high for a country that overflows to a considerable extent in the spring - that the new grades will not make as good a road and that they are being made in most instances for the admitted purpose of cutting down yardage.

I will thank you to look into this matter of which I am sure you are not advised.

Sincerely yours,

F. I. Morris

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

August 13, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

My dear Sir:

The Burns-Lawen contracts have just come in for signature, and I note the pay haul item has been changed to meet the latest gravel pit conditions found by Mr. Bennett; and it occurs to me that it may be your desire to correct other manifest errors in the estimate.

For example: The work still calls for "16.73 miles grading and 14.73 miles macadamizing". These figures, as you are aware, should be reversed, as both Mr. Harrington and the engineer in charge agree that the first two miles of grading is satisfactorily completed.

This would also affect the grading estimate which shows 3140 yards for the first mile and 5130 yards for the second mile, both of which should be practically entirely eliminated; while the ~~grading~~ gravel estimate would be raised about 2100 yards per mile, or a total of 4200 yards for the two miles.

While these changes would not materially affect the total estimate, your having made the change in one item, suggests that you may wish it to be made in all, and I will await your reply before signing and returning the contracts.

Very truly yours,

PACIFIC BRIDGE COMPANY

By C. F. Swigert
President

CFS/CM

S. H. Trobert

August 12, 1919.

Pacific Bridge Company,
Ft. of Salmon Street,
Portland, Oregon.

Gentlemen:

I am sending you herewith four copies of the contract for the construction of the Burns-Lawen Section of the Central Oregon Highway.

Please execute all four copies, returning one to this office and retaining one for your files and one for the surety company furnishing the bond.

Yours truly,

Secretary.

BAK:LM

Copy to Oregon Office

P.R.F.

J-1

August 8, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in your letter of the 2nd instant we have today recommended to the Chief of Bureau the approval of an amendment to the project agreement for Oregon Federal Aid Project No. 15 whereby the total estimated cost will be increased to $217,763.70, and Federal aid allotted to the amount of $108,881.85.

Two copies of the revised detail estimate which will be used to amend the project agreement are returned to you herewith.

Very truly yours,

One Copy Attached
K

Chief Engineer.

Enclosures:
2 copies estimate.

fwm-mlw

Copy for the Oregon S.H.F.C.

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT # 15

FOR GRADING AND SURFACING THE BURNS LAWEN SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY.

June 14, 1919.
Corrected June 25, 1919.
Revised August 1,1919.

6.73 Miles Grading 22' Roadbed
4.73 Miles Surfacing 16' Wide

| Item No. | Quantity | Unit | Item | Unit Price | Amount |
|---|---|---|---|---|---|
| | All Required | All | Clearing & Brubbing | $2,100.00 | $2,100.00 |
| | 94,400 | Cu.Yd. | Common Excavation | .50 | 47,200.00 |
| | 1,160 | Lin.Ft | 12" Plain Concrete Pipe | 1.80 | 2,088.00 |
| | 110 | " | 18" Reinf. Concrete Pipe | 4.00 | 440.00 |
| | 210 | " | 24" Reinf. Concrete Pipe | 6.00 | 1,260.00 |
| | 20 | Cu.Yd. | Class "B" Concrete | 40.00 | 800.00 |
| | 57 | " | Class "C" Concrete | 38.00 | 2,166.00 |
| | 9 | M-FBM | Lumber & Timber | 60.00 | 540.00 |
| | 15,370 | Cu.Yd. | R.O.B. Gravel Surfacing | 1.40 | 21,518.00 |
| | 15,370 | " | Screened Gravel Surfacing | 1.80 | 23,055.00 |
| | 1 6,000 | " | Pay Haul per one mile | .55 | 96,800.00 |
| | | | Sub-Total | | $197,967.00 |
| | | | Plus 10% Eng. & Cont. | | 19,796.70 |
| | | | TOTAL | | $217,763.70 |

Length 16.73 Miles
Cost Per mile $13,016.36
County Funds Available $33,000.00
State " " $75,881.85
Federal Aid Requested $108,881.85

Total amount of Federal Aid Recommended $108881.85

STATE HIGHWAY ENGINEER

DWS 8/8/19

R.R. #15

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

August 2, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.

481 -Oregon #15.

AUG 1919

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of August 1st relative to Post Road #15, we are forwarding the revised estimate to our Washington office, recommending that a revised Project Agreement be prepared to conform to the new figures submitted by your office.

Yours very truly,

J. M. Keene

Acting District Engineer,

SRF 150

August 1, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir: Re. Oregon Post Road Project # 15.

Herewith, we are enclosing five copies of Revised Estimate on the Burns-Lawen Section which we desire to submit as a basis for Federal Aid. This work has been awarded to the Pacific Bridge Company, and the quantities and unit prices which we are showing herewith, are the ones upon which the contract is based. You will note from this estimate that the quantity of pay haul per one mile has been increased from 46,000 Cubic Yards to 176,000 Cubic Yards. This difference in quantities has developed since the date of opening bids, and was supported by a telegram from our Division Engineer, Mr. H. O. Bennett.

We would especially call your attention to the fact that the revised amount of Federal Aid requested is only about $1500 more than was previously approved.

We are withholding signature of the copies of the Project Agreement sent us, awaiting your advice in this matter.

Very truly yours,

HERBERT HUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-MM

FORM 4A 1M-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 25 1919
STATE HIGHWAY ENGINEER

PENDLETON, July 24, 1919.

Mr. C. A. Harrington,
Baker, Oregon.

Dear Sir:

Mr. Klein phoned last night that the Pacific Bridge Company are willing to take the Burns-Lawen Contract at their former price on the basis of finding new pits. Have wired at the instance of Mr. Thompson to let them have the contract. They are going to rush the work so suppose operations will begin soon. Please advise Mr. Randel to make ready for construction on the Burns-Lawen Section and leave off plans for the survey between Lawen and Crane for the present.

We received a wire from Salem that Judge Levens wanted some center line on right of way staked. Accordingly have sent the following wire to Randel:

"Call on Judge Levens regarding center line and right of way. Supply engineering needs of County Court in connection with Burns-Lawen Project."

For your information have also sent the following wire to Judge Levens:

"Contract Burns-Lawen finally let to Pacific Bridge Company. Work to begin at once. Am writing Engineer Randel to stake center line as per your wire Salem"

Very respectfully,

Manche O. Bennett

MOB/B

Division Engineer.

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT

1 MAIN ST., PENDLETON, ORE.

E41PODE 50 NL

BURNS ORG JULY 22 1919

C A HARRINGTON

(35) CARE M O BENNETT PENDLETON ORG

FOUND GRAVEL OVER AN AREA OF FIFTY FEET WIDE BY MILE LONG BY STRIPPING FOUR FEET OF DIRT DUG THROUGH SIX FEET OF GRAVEL UNABLE TO GO DEEPER WITHOUT POWER PUMP ON ACCOUNT OF WATER LOOKS LIKE INFERIOR ROAD GRAVEL TO ME HAVE MAILED YOU SAMPLE TO BAKER LETTER FOLLOWS

C E RANDELS

1252PM JULY 23

and will know very soon if there is a large enough [illegible] to open up a pit.

Will let you know immediately as soon as I find out anything definite.

Very respectfully,

O. A. Harrington

c c Mr. Bennett,

JUL 24 1919

FORM 4 SH-5-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

B.R. #15

# OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Oregon.
July 21, 1919.

NOTED
H.N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Have investigated the gravel proposition on the Burns-Lawen job, and found considerable in an old creek bottom at about Sta. 325, three quarters of a mile from our line. Have a number of men there now digging test pits, and will know in a few days what there is there. It is necessary to strip about seven feet of earth to get at this pit. This gravel is allright, and will know very soon if there is a large enough deposit to pay to open up a pit.

Will let you know immediately as soon as I find out anything definite.

Very respectfully,

O. A. Harrington

c c Mr. Bennett,

RECEIVED
JUL 23 1919
STATE HIGHWAY ENGINEER

July 21, 1919.

Mr. H. C. Bennett,
Pendleton, Oregon.

Dear Sir:

We have not had a report from Mr. Ewerington on the gravel situation on the Burns-Lawen Section or whether you think it advisable to reject all bids received. We need this information as we are now ready to advertise this job a second time if advisable.

For yourinformation the bids were as follows:

| | Pay Haul. | Screen Gravel. | R of B Gravel. |
|---|---|---|---|
| Porter & Conley, | 60¢ | 2.98 | 2.[illegible] |
| Pacific Bridge Co., | 55¢ | 1.50 | 1.[illegible] |
| A. D. Kern, | 50¢ | 2.77 | 2.[illegible] |

Respectfully yours,

Secretary.

MAE:EM

FORM 4 SM-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

July 21, 1919.

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We have not had a report from Mr. Harrington on the gravel situation on the Burns-Lawen Section or whether you think it advisable to reject all bids received. We need this information as we are now ready to advertise this job a second time if advisable.

For your information the bids were as follows:

| | Pay Haul. | Screen Gravel. | R of B Gravel. |
|---|---|---|---|
| Porter & Conley, | 60¢ | 2.98 | 2.67 |
| Pacific Bridge Co., | 55¢ | 1.50 | 1.40 |
| A. D. Kern, | 50¢ | 2.77 * | 2.47 * |
| | 46000 Cu Yds. | 15370 Cu Yds. | 15370 Cu Yds. |

Respectfully yours,

Roy A. Klein
Secretary.

RAK:LM

* Not an alternate bid. total quantity 30,740 Cu Yds.

P.R. #15

July 17, 1919.

Mr. R. L. Hass,
Burns, Oregon.

Dear Sir:

Replying to your letter of July 14th in the matter of Burns-Lawen Section on the Central Oregon Highway, would say that we advised you by telegram of the awarding of this contract to the Pacific Bridge Company, who are the low bidders.

Mr. Bennet has advised that the bid was unbalanced and that a large amount of haul was required on the gravel, and the award has been withheld until Mr. Harrington makes an investigation to see if more material pits may be developed. The contract as advertised, called for 16.7 miles of grading, 14.7 miles of macadam; the macadam to apply upon the new grading of course.

I am requesting Mr. Bennett to keep you informed as to the processes of negotiations on this project. It is possible that the job may be re-advertised in case a satisfactory adjustment cannot be made. It is probable if re-advertised that the necessary equipment, such as tractor and auto trucks, may be furnished to the contractor by the State.

In the meantime I would suggest that you get all the right-of-way matters cleaned up so there may be no delay when the matter is actually started. Inasmuch as the amount of haul on the gravel will be a large factor in determining the total cost we are unable to give you this figure until the amount of haul may be determined more definitely.

Yours very truly,

Secretary.

RAK:LM
cc.
Mr. M. O. Bennett,
Pendleton, Oregon.

very respectfully, [illegible]

L. HASS
NTY COMMISSIONER
HARNEY COUNTY

BURNS, OREGON July 14th, 1919.

JUL 17 1919

Oregon State Highway Commission,

Salesm, Ore.

Gentlemen:- In a telegram which I received from the State Highway Commission at Portland it said "Burns Lawen Section Central Oregon Highway contract let to Pacific Bridge Company. I see from one of the papers it says that 28 Miles of this Highway has been let at a cost of $214.000. Would you kindly inform me just how many miles was let in this cohtract and what was the price.

Thanking you in advance for this information, I remain

Yours very truly

R. L. Hass

very respectfully, [illegible]

July 17, 1919.

Mr. R. L. Hass,
Burns, Oregon.

Dear Sir:

Replying to your letter of July 14th in the matter of Burns-Lawen Section on the Central Oregon Highway, would say that we advised you by telegram of the awarding of this contract to the Pacific Bridge Company, who are the low bidders.

Mr. Bennett has advised that the bid was unbalanced and that a large amount of haul was required on the gravel, and the award has been withheld until Mr. Harrington makes an investigation to see if more material pits may be developed. The contract as advertised, called for 16.7 miles of grading, 14.7 miles of macadam; the macadam to apply upon the new grading of course.

I am requesting Mr. Bennett to keep you informed as to the processes of negotiations on this project. It is possible that the job may be re-advertised in case a satisfactory adjustment cannot be made. It is probable if re-advertised that the necessary equipment, such as tractor and auto trucks, may be furnished to the contractor by the State.

In the meantime I would suggest that you get all the right-of-way matters cleaned up so there may be no delay when the ~~matter~~ project is actually started. Inasmuch as the amount of haul on the gravel will be a large factor in determining the total cost we are unable to give you this figure until the amount of haul may be determined more definitely.

Yours very truly,

-

Secretary.

RAK:IM
cc.
Mr. M. O. Bennett,
Pendleton, Oregon.

Very respectfully,

COPY FOR OREGON STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. J-1

July 10-1919
(Date)

H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:-

We have today recommended to the Director the approval of the plans, specifications and estimate for Oregon federal aid project number 15.

We are sending you, herewith, two copies of the agreement estimate which will used as the basis of the project agreement.

Yours very truly,

Chief Engineer.

(Enclosure)
2 copies agr. est

Very respectfully,

OREGON STATE HIGHWAY DEPARTMENT

Federal Aid Project No. 15

FOR IMPROVING The BURNS-LAWEN SECTION
OF THE CENTRAL OREGON HIGHWAY
IN HARNEY COUNTY.

* * * * * * * *

16.73 miles grading - 22' Roadbed
14.73 miles surfacing - 16' wide

Salem, Oregon.
June 14, 1919.
Corrected June 25, 1919.

| Item No. | Quantity | Description | Unit Price | Amount |
|---|---|---|---|---|
| | 39 Acres | Clearing & Grubbing | @ $10.00 | $ 390.00 |
| | 94,400 cu.yds. | Common Excavation | .80 | 75,520.00 |
| | 1,160 lin.ft. | 12" Culvert Pipe | 2.00 | 2,320.00 |
| | 110 " | 18" " " | 3.00 | 330.00 |
| | 210 " | 24" " " | 4.00 | 840.00 |
| | 20 cu.yds. | Class "B" Concrete | 35.00 | 700.00 |
| | 57 " | Class "C" " | 30.00 | 1,710.00 |
| | 9 M.F.B.M. | Lumber & Timber | 60.00 | 540.00 |
| | 15,370 cu.yds. | R.O.B. Gravel Surfacing | 2.75 | 42,267.50 |
| | 15,370 " | Screened Gravel Surfacing | 3.25 | 49,952.50 |
| | 46,000 " | Pay Haul per one mile | .45 | 20,700.00 |
| | | Sub Total | | $195,270.00 |
| | | 10% Engineering & Contingencies | | 19,527.00 |
| | | | | $214,797.00 |

Length 16.73 Miles
Cost per mile $12,837.05
County Funds available $33,000.00
State Funds available $74,398.50
Federal Aid Requested $107,398.50

Herbert Nunn
State Highway Engineer.

LLC
July 10-1919

PR #15

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT


| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.


RECEIVED AT 76 THIRD ST., COR. OAK. PORTLAND. ORE. ALWAYS OPEN.

19 JUL 8 PM 7 19

B236SF 35 BLUE

BURNS ORG 1130A 8

STATE HIGHWAY COMMISSION 1850

1301 BLDG PORTLAND ORG

WANT TO OPEN UP RIGHT OF WAY ON CENTRAL OREGON HIGHWAY BURNS THROUGH LAWEN COUNTY JUDGE LEVENS REFUSES TO ACT UNTIL CONTRACTS HAVE BEEN LET WIRE ME WHAT HAS BEEN DONE WHEN BIDS ARE OPENED

R L HASS.

130

Very respectfully,

June 26, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
U. S. Bureau of Public Roads,
Post Office Bldg.,
Portland, Ore.

Dear Sir:

We are enclosing corrected copy of estimate as a basis for Project Agreement accompanied by Special Provisions, covering Burns-Lawen section of the Central Oregon Highway, Harney County, Oregon Post Road Project number 15.

Yours very truly,

HERBERT H. WUNN,
State Highway Engineer,

By

Office Engineer.

very respectfully,

OREGON STATE HIGHWAY DEPARTMENT — Federal Aid Project No. 15

FOR IMPROVING THE BURNS-LAWEN SECTION
OF THE CENTRAL OREGON HIGHWAY
IN HARNEY COUNTY.

* * * * * * * * *

16.73 miles grading - 22' Roadbed
14.73 miles surfacing - 16' wide

Salem, Oregon.
June 14, 1919.
Corrected June 25, 1919.

| Item No. | Quantity | Description | Unit Price | Amount |
|---|---|---|---|---|
| | 39 Acres | Clearing & Grubbing | @ $10.00 | $ 390.00 |
| | 94,400 cu.yds. | Common Excavation | .80 | 75,520.00 |
| | 1,160 lin.ft. | 12" Culvert Pipe | 2.00 | 2,320.00 |
| | 110 " | 18" " " | 3.00 | 330.00 |
| | 210 " | 24" " " | 4.00 | 840.00 |
| | 20 cu.yds. | Class "B" Concrete | 35.00 | 700.00 |
| | 57 " | Class "C" Concrete | 30.00 | 1,710.00 |
| | 9 M.F.B.M. | Lumber & Timber | 60.00 | 540.00 |
| | 15,370 cu.yds. | R.O.B. Gravel Surfacing | 2.75 | 42,267.50 |
| | 15,370 " | Screened Gravel Surfacing | 3.25 | 49,952.50 |
| | 46,000 " | Pay Haul per one mile | .45 | 20,700.00 |
| | | Sub Total | | $195,270.00 |
| | | 10% Engineering & Contingencies | | 19,527.00 |
| | | | | $214,797.00 |

Length 16.73 Miles
Cost per mile $12,837.03
County Funds available $33,000.00
State Funds available $74,398.50
Federal Aid Requested $107,398.50

State Highway Engineer.

cc Nunn.

Very respectfully,

# SPECIAL PROVISIONS

To be used supplementary to the Standard Specifications on the Burns-Lawen Section of the Central Oregon Highway in Harney County, Federal Aid Post Road Project No. 15.

Single Classification of Excavated Material:

Under this contract all excavation, borrow, ditching, etc., will be classified as Common Excavation.

Gravel Surface:

1. Width of Thickness: The gravel surface shall be constructed sixteen (16) feet wide and eight (8) inches loose thickness.

2. Number of Courses: The gravel shall be laid in two courses of four inches loose thickness each, and the hauling shall, in so far as practicable, be done over the surfacing as it is placed.

3. Materials: Gravel satisfactory for this work is obtainable from gravel beds adjacent to the work. The Engineer shall be the judge as to whether the gravel from any particular pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities, and toughness, to the best gravel obtainable within reasonable hauling distance.

Alternate bids willbe received on "Run-of-Bank Gravel" and "Screened Gravel". It is contemplated that some pits will be foundto contain "Run-of-Bank Gravel", which will meet the specifications as regards grading and that in other pits it will be necessary to screen out excess sand and oversize stone. The Engineer shall be the judge of whether screening is or is not required.

For purposes of comparison of bids, it will be assumed that fifty (50) percent of the total amount of material required will be "Run-of- Bank" and fifty (50) percent "Screened". On the work, however, these relative percentages may be varied to any extent.

4. Screenings: Where the Engineer orders the gravel to be screened, all stone over two (2) inches shall be screened out, as shall also any sand in excess of the percentages stated in the specifications given on page 41.

5. Rolling and Sprinkling: Rolling and sprinkling of the gravel courses will not be required. Dragging and shaping will be required at intervals during the progress of the hauling.

6. Gravel Pits: All gravel pits must be secured and developed at the sole expense of the contractor.

Surety Bond:

A surety bond will be required for the faithful performance of the contract, in a sum equal to one-half ($\frac{1}{2}$) of the total amount of the bid, having as surety thereon an incorporated surety company licensed to transact such business in the State of Oregon, and satisfactory to the State Highway Commission; provided, however, personal surety bonds may be substituted for corporate surety bonds in the discretion of the Commission, in which event the Commission will deduct from the bid the amount of the premium required for the corporate bond.

Preference to be given Soldiers and Sailors:

"In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made." (Section 6 of the Act of Congress, approved February 28, 1919, entitled "An Act making appropriations for the Service of the Post Office Department for the fiscal year ending June 30, 1920, and for other Purposes" - - Public No. 299, 65th Congress).

Pay Haul:

In his price bid for "Run-of-Bank Gravel surfacing" and "Screened Gravel Surfacing", the contractor will include the cost of hauling all material to a point one mile from the point of loading and this one mile haul shall be considered free haul.

For each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on material deposited in the second mile as two miles, etc.

Or Pf #15

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.....

Bennett
Copy

POSTOFFICE BUILDING
PORTLAND, OREGON,

April 24, 1919

State Highway Commission,

Salem, Oregon.

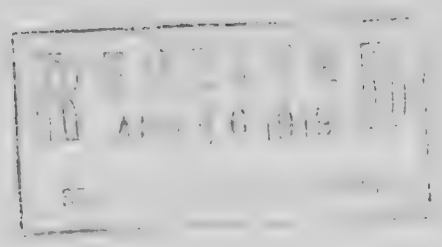
Gentlemen:

On April 15, the Acting Secretary of Agriculture approved the Project Statement for Oregon Project No. 15, involving the improvement pf 16.14 miles of the Burns-Lawen Post Road Section of the Central Oregon Highway, in Harney County, at an estimated cost of $121,725.71, and on which $45,000.00 Federal Aid is requested.

Very truly yours,

C. H. Purcell

Acting District Engineer.



U NITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

Postoffice Building
Portland, Oregon
April 24, 1919

State Highway Commission,

Salem, Oregon.

Gentlemen:

On April 15, the Acting Secretary of Agriculture approved the Project Statement for Oregon Project No. 15, involving the improvement of 16.14 miles of the Burns-Lawen Post Road Section of the Central Oregon Highway, in Harney County, at an estimated cost of $121,725.71, and on which $45,000.00 Federal Aid is requested.

Very truly yours,

(sgd) O. H. PURCELL

Acting District Engineer.

cc Nunn.

:rusting I have answered your [illegible] Very respectfully, [illegible]

RP#12-FC

April 21, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

I beg to submit the following statement giving reasons for the location between Burns and Lawen in Harney County.

The point is brought up in connection with petitions from the postmaster and others at Lawen to have the highway pass through their town. You will note by inspecting the project map that our location running southwesterly from a point about four miles east of Burns passes about one-half mile to the northeast of the town of Lawen.

The reasons for missing the town are as follows: In passing along the present graded road easterly from Burns the turn on the the long tangent southeasterly was made as soon as the several streams in this locality were crossed. The long tangent southeasterly was then laid so as to bisect the sections running from one section corner to another in a manner so as not to leave numerous small fractions, which would have been the result had the location not been laid to pass through the section corners. To restate, we plan to use on the road running easterly from Burns seven bridges already constructed, and the turn was made towards Lawen as soon as this drainage area was passed.

As the county court agreed to build a spur road into the town of Lawen it was deemed advisable to adopt the present location rather than to build new bridges and to move the southeasterly tangent one mile to the southwest and pass through Lawen.

If these reasons are not sufficient the matter of the highway could easily be changed to pass through Lawen by continuing on the present location until directly north of Lawen, thence continuing into Lawen along the section line, but it appears that a well constructed spur road would answer the same purpose.

cc Nunn.

Trusting I have answered your request, I am
Very respectfully,

F C - D 1 : # / 2 F 5

DEPARTMENT OF AGRICULTURE

PORTLAND, ORE.

APRIL 8

1919

Mr. M. O. Bennett,

Pendleton, Oregon.

Dear Sir:

Please be advised that the Post Master's affidavit requested in my letter of March 11, accompanying the Burns-Lawen Post Road Project, have not been received at this office. It is possible that you have sent them direct to Dr. Reeves but I mention this matter to call it to your attention in case it might have been overlooked. We sent the project statement through without the affidavits, advising Dr. Reeves that they would follow, and it might be possible that he is holding this project until these are sent in.

Respectfully,

District Engineer.

State Highway Engineer.

RAK-MR

RP

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

April 3, 1919.

State Highway Commission,

Salem, Oregon.

Gentlemen:

In view of the new regulations, we are forwarding Project Statement for Oregon Federal Aid post road No. 15 without statements from the postmasters on the line. However, kindly forward same when received, in case they are necessary.

A slight error was noted in the extension on estimate sheet of 0.02 for 24 feet pipe culvert and 0.12 for 12 inch pipe culvert, and the unit prices for same were not placed correctly in columns, probably an error in typing.

Very respectfully,

O.H. Purcell

Assistant District Engineer.

Fwd L&P

R. L. HASS
COUNTY COMMISSIONER
HARNEY COUNTY

BURNS, OREGON April 3rd, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Friend Bennett:- Regarding Water Levels and Drainage matters on the Burns-Lawen Section, will watch it carefully and at the first indication of water, will see that measurments are taken, but with the exception of where the Highway leaves the Main road, I do not look for much of a water condition.

I wired you to-night as I had heard that the date of the 8th meeting had been changed. If such is not the case, I will be in Portland with our New Commissioner on the evening of the 7th at the Imperial and if you are there, I would appreciate it very much should we be given an opportunity to have a little time with you.

It seems that our friend Weittenhiller is doing all he can to cause trouble with the Highway and has been w rking on the Postmaster at Lawen. Weittenhiller wants the survey changed and the Highway to hit his town in the center. I must know that your Department cannot pay attention to all these kicks and complaints and in all cases I find they are only made for personal gain, but I hope our Section will go ahead as at this term of Court I shall buy the Gravel Pit, Buy the Posts and Wire and our Attorney has been instructed to Start suits and all papers are now ready.

I should feel very bad not to see everything run aling smoothly now that I have been instrumental in doing all this and from some information whkch certain parties claim to have received, matters are being delayed.

Now Bennett I know you are a friend of our Project- we now have two good road Boosters in our County Court and I want this section of the Highway to be completed as soon as possible as I know it will put us in line for a good Bond issue perhaps the following year.

I know you are getting to be pretty busy and hesitate to take so much of your time, but you are so familiar with our conditions, that I like to take our matters up with you andif I bother you too much, remember it is only with the intention to further the cause of Good Roads.

Yours very truly

R. L. Hass

Map received to-day for which I thank you.

Mar. 28, 1919.

Mr. R. L. Hass,
County Commissioner,
Burns, Ore.

Dear Sir:

Mr. Gould advises that it would be well to watch closely the water levels and drainage conditions along the Burns-Lawen Section during the next few weeks. He also states that you have a man in mind who would be available for and could do this work properly. We will appreciate it very much if you will attend to this matter and have him either take readings or set stakes showing the exact water levels at points where the drainage question will be serious.

We can take care of his time by considering it a portion of the survey and bill for same would be submitted direct to Mr. Gould. Also please follow out any other suggestions or instructions left with you by Mr. Gould. Please have inspector take notes in permanent book and have him give full descriptions of points, conditions, etc.

Very respectfully,

Division Engineer.

MOR/IB

cc Mr. Gould.

Form P. R. 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

State .....

Project No. .....
(Not to be filled in)

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) March 11, 1919.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the states in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by .....

1. Local name of road Burns-Lawen Post Road Section, Central Oregon Highway.
2. Located between Burns and Crane County of Harney
3. Points of beginning and ending Beginning at S. E. Corner Sec. 8, T. 23 S. R. 31E. W. M., ending at center of Sec. 4, T. 25 S. R. 32½ E. Willamette Meridian.
4. Length in miles (gross) 16.14 (net) 16.14

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route 2 ;

5. Miles of project used as ~~New~~ rural route 14.14 miles over which there is a reasonable prospect that a mail route will be established 16.14 ; miles over which there is no reasonable prospect shown that a mail route will be established 0.0, which is 0.0 per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction.

Upon completion of construction to Crane, this road will be the main road from Burns to Crane, and the principal East and West Highway through Harney County, Oregon.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will provide a more direct route from Burns to Crane, being about six miles shorter than the present route. This project is a part of the Trunk Highway System of the State of Oregon.

11. Improved roads adjacent or contiguous and type of each the section of road 2 miles long between Burns and the West end of this project is graded up and gravelled.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 2, (b) passenger motor vehicles 5, and (c) horse drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 12, (b) passenger motor vehicles 30, and (c) horse drawn vehicles 10

14. Description and present condition of traveled way The first two miles is a partly graded earth road, cuts up badly in summer and very muddy in winter. Traveling extremely difficult during winter season; the next 14.14 miles will be new construction.

15. Proposed width of surfacing .... 16 ...; feet between ditches ..24.....; approximate maximum gradient 30 per cent

16. Proposed type of construction Gravel macadam

17. Location, nature and extent of deposits of local materials suitable for use on this project... Large gravel deposit 1 mile west and 3/4 mile south of Burns on line of County road in fair condition.

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet ..

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by .... State and County

(State or (and) County)

20 Amount of funds which ~~are~~ available for construction: (a) State $45,000.00

Sale of bonds, Chap. 175, Laws of 1917.

(Amount) (Source; refer to statute)

(b) County $33,000.00

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary

deposit 1 mile west and 3/4 mile south of Burns on line of County road in fair

(Where practicable show by distinguishing marks on sketch map)

condition.

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4) .....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project. Work to be done under standard form of contract contractor's bond and specifications as approved by Bureau of Public Roads, June 5, 1918.

25. Reconnaissance estimate of cost of project:

Made by P. M. Hall-Lewis Date Feb. 19th to 26th, 1919.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 8,852 | Cu. yds. | Excavation, 0 % Rock | 0 38 | $3,363 76 |
| 131,600 | Sq. yds. | Surfacing of | 0 63 | 82,908 00 |
| 32 | Lin. ft. | 24" concrete culvert pipe | 4.538 00 | 145 20 |
| 672 | " " | 12" " " " | 3,643 00 | 2,448 00 |
| 14.14 | Miles | Grader Work | 877 00 | 12,400 78 |
| | | | | |
| | | | | |
| 6 | Bridges | Structures of 20' span or under | 954 00 | 7,632 00 |
| | | Structures over 20' span | | |
| | | Other items | | |
| 8.5 | Acres | Clearing sage-brush | 4 00 | 34 00 |
| 19 | Cu. yds. | Concrete sheep-pass | 32 00 | 608 00 |
| 35 | " " | Concrete box culvert | 32 00 | 1,120 00 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Length, 16.14 miles

Cost, $ 7,614.00 per mile.

| | |
|---|---|
| Subtotal, | 110,659 74 |
| 10% Engineering and Contingencies, | 11,065 97 |
| Total | 121,725 71 |

This estimate approved by:

Leroy A. Klein

(Title) Assistant State Highway Engineer.

26. Amount of Federal aid desired $45,000.00

(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer of the State of Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department)

By S. BENSON, Absent
Chairman
(Title of officer)

By
Commissioner
(Title of officer)

By
(Title of officer)

State .....

Project No.....
(Not to be filled in)

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) February 26th, 1919.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

.....
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

....., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by.....

.....

1. Local name of road Burns-Crane Post Road Section, Central Oregon Highway.
2. Located between Burns and Crane County of Harney
3. Points of beginning and ending Beginning at S.E. Corner Sec. 8, T. 23 S. R. 31 E. W. M., ending at center of Sec. 4, T. 25 S. R. 32½ E. Willamette Meridian;
4. Length in miles (gross) 16.14 (net) 16.14

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route 2;

5. Miles of project used as New rural route 14.14; miles over which there is a reasonable prospect that a mail route will be established 16.14; miles over which there is no reasonable prospect shown that a mail route will be established 0.0, which is 0.0 per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction Upon completion of construction to Crane, this road will be the main road from Burns to Crane, and the principal East and West Highway through Harney County, Oregon.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each none.

8. Tolls collected on roads or bridges on this project, if any none

9. Is project part of State's five-year program heretofore submitted? yes

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) will provide a more direct route from Burns to Crane, being about six miles shorter than the present route. This project is a part of the Trunk Highway System of the State of Oregon.

11. Improved roads adjacent or contiguous and type of each the section of road 2 miles long between Burns and the West end of this project is graded up and gravelled.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 2, (b) passenger motor vehicles 5, and (c) horse drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 12, (b) passenger motor vehicles 30, and (c) horse drawn vehicles 10

14. Description and present condition of traveled way the first two miles is a partly graded earth road, cuts up badly in summer and very muddy in winter. Travelling extremely difficult during winter season; the next 14.14 miles will be new construction.

15. Proposed width of surfacing 16; feet between ditches 24; approximate maximum gradient 3% per cent.

16. Proposed type of construction Gravel macadam.

17. Location, nature, and extent of deposits of local materials suitable for use on this project large gravel deposit 1 mile west and 3/4 mile south of Burns on line of County road in fair condition.

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet none

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State and County.

(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State $45,000.00

(Amount) (Source; refer to statute)

(b) County $33,000.00

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by (State or (and) County)

from the following sources: (Refer to statute)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Made by P. M. Hall-Lewis, Date

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 8852 | Cu. yds. | Excavation, 0 % Rock | 0 .3814 | $ 3,376. 15 |
| 131,600 | Sq. yds. | Surfacing of gravel macadam | 0 .6387 | 84,050. 94 |
| 32 | lin. ft. | 24" concrete culvert pipe, | $4.538 | 145. 20 |
| 672 | " " | 12" " " " | $3.643 | 2,448. 00 |
| 14.14 | miles | Grader Work, | $877. 22 | 12,403. 89 |
| | | | | |
| | | | | |
| 8 | bridges | Structures of 20' span or under | $954. 00 | 7,632. 00 |
| | | Structures over 20' span | | |
| | | Other items | | |
| 8.5 | acres | Clearing sage-brush, | $4. 00 | 34. 00 |
| 19 | cu.yds. | Concrete sheep-pass | $32. 00 | 608. 00 |
| 35 | " " | Concrete box culvert | $32. 00 | 1,120. 00 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Length, 16.14 miles
Cost, $ $7,614.00 per mile.

| | |
|---|---|
| Subtotal, | $ 111,818. 18 |
| 10% Engineering and Contingencies, | 11,181. 82 |
| Total | $ 123,000. 00 |

This estimate approved by:

(Title)

26. Amount of Federal aid desired $ 45,000.00
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses.....

.....

.....

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project.....

.....

29. Additional remarks .....

.....

.....

.....

.....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

.....
(Official title of Highway Department)

By.....

.....
(Title of officer)

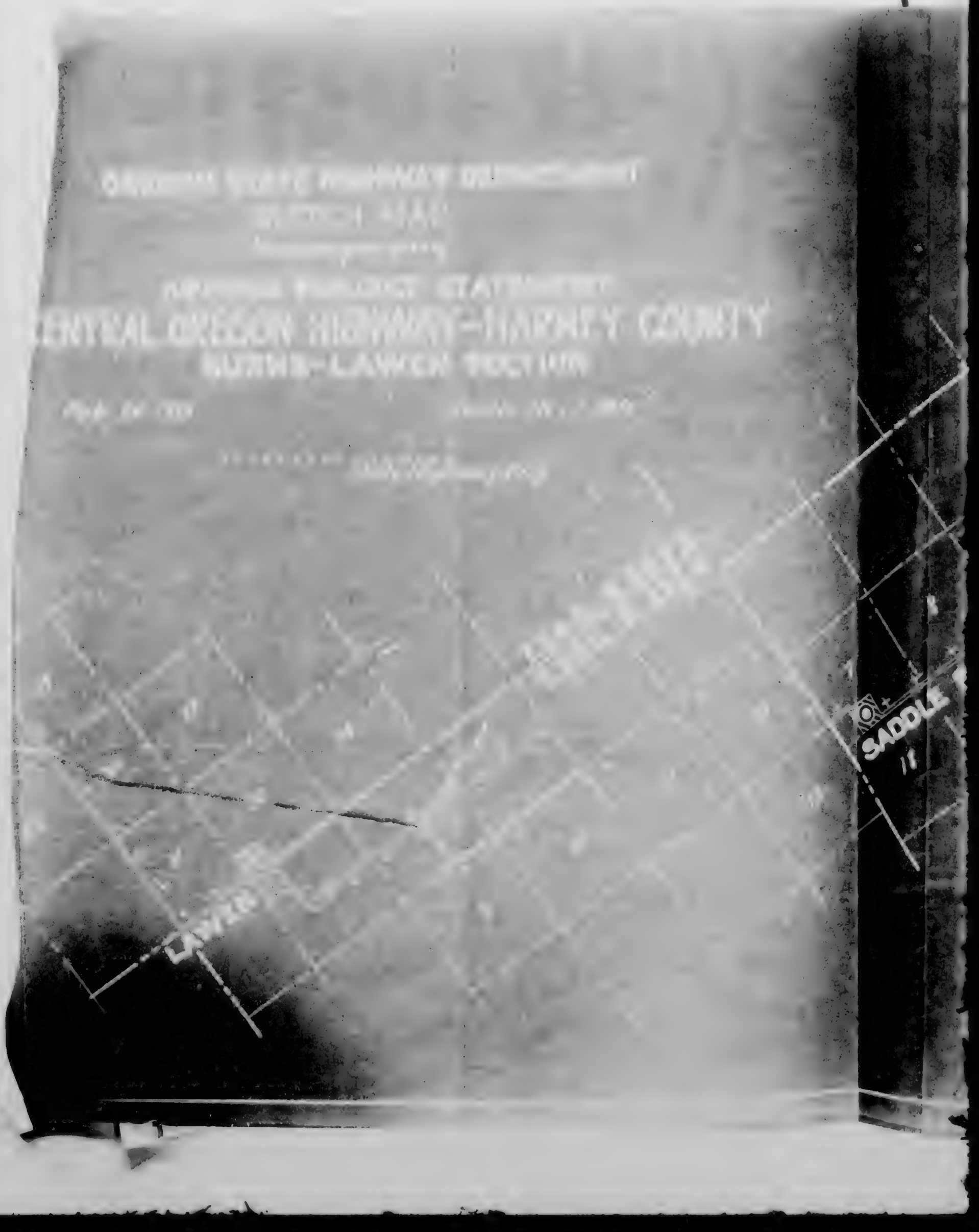
By.....

.....
(Title of officer)

By.....

.....
(Title of officer)

Fed. Exp.
State
Other
Pvt.
State
Bridge
Exp.
Wm.
T.23 S., R. 11 E.
T. 24 S., R. 11 E.


SADDLE

SADDLE MOUNTAIN

15 P

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

PORTLAND, OREGON.

February 15, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 15.

RECEIVED
FEB 18 1919
STATE HIGHWAY ENGINEER
Salem - - Oregon

State Highway Commission,
Salem, Oregon.

Gentlemen:

Preliminary inspection of proposed Oregon Federal aid project No. 15 was made on November 14, 1918, and Mr. Coppock was requested to submit a revised sketch map, as the one submitted was not satisfactory. To date we have not received the revised sketch map and the project statement is being held pending receipt.

If this project is intended for the 1919 construction, the project statement should go forward in the near future.

Very respectfully.

L. I. Hewes

District Engineer.

Portland, Oregon, January 7, 1919.

The regular meeting of the State Highway Commission was held in Room 1301 Yeon Building, Portland, Oregon, at 10:00 a. m., those present being:

S. Benson, Chairman
W. L. Thompson, Commissioner
R. A. Booth, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

* * * * * *

Mr. R. L. Haas, Commissioner of Harney County, appeared in behalf of the post road project between Burns and Crane and asked additional state aid for this project. He reported that the county, in addition to the $3,000 previously set aside, would appropriate $25,000 in addition this year. The Commission agreed to make the section between Burns and Crane a post road project, but to spread the work over two years and for the present year appropriate $25,000 in addition to the previous appropriation of $20,000 and request cooperation in an equal amount by the Federal Government. This would provide funds as follows:

| | |
|---|---|
| County of Harney | $33,000 |
| State of Oregon | 45,000 |
| United States | 45,000 |
| Total | $123,000 |

The Engineer was instructed to make a definite location and prepare a project statement covering the mileage which the available funds would construct.

* * * * * *

(sgd) S. BENSON
Chairman

(sgd) W. L. THOMPSON

(sgd) R. A. BOOTH

(sgd) HERBERT NUNN
State Highway Engineer

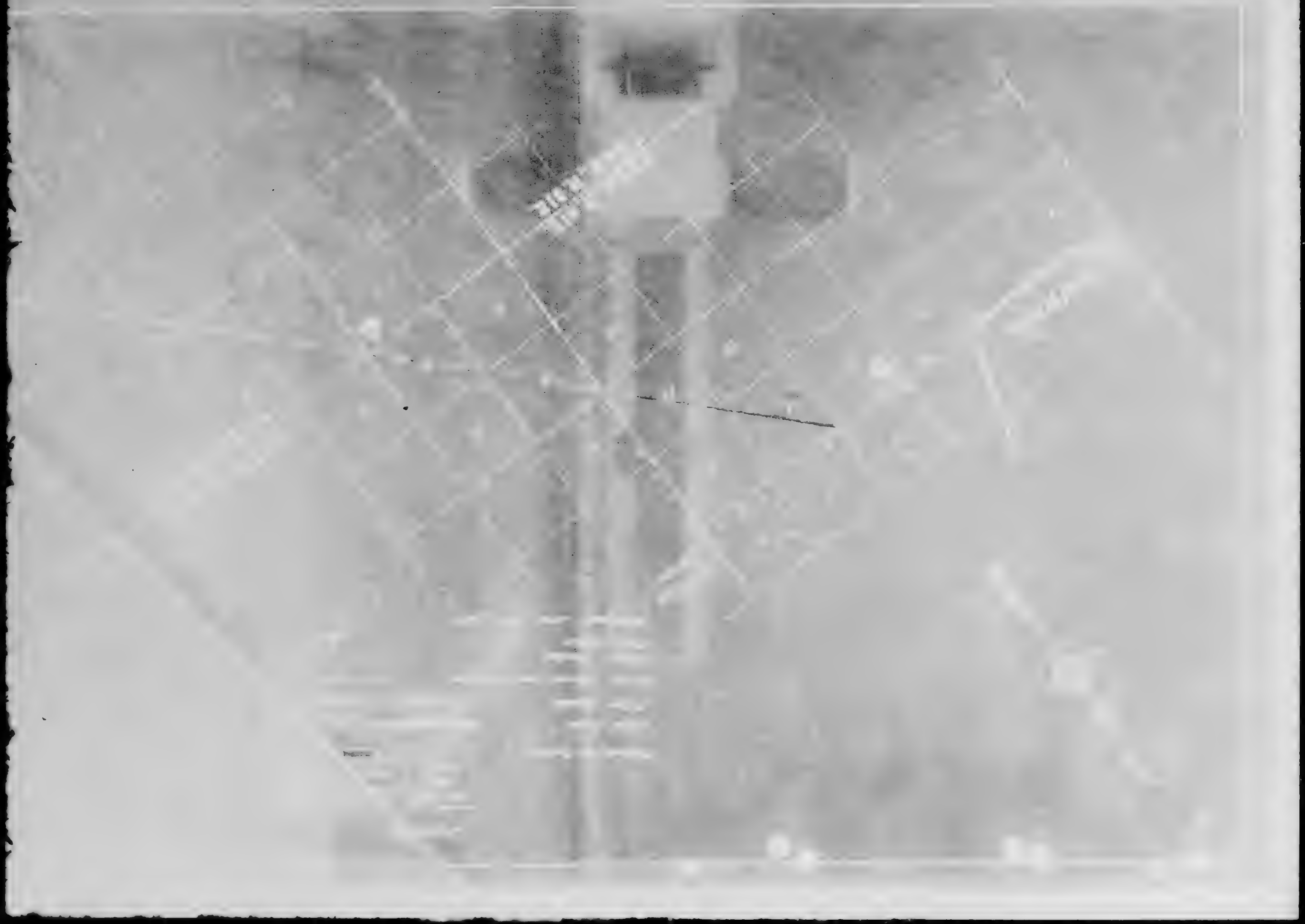
(sgd) ROY A. KLEIN
Secretary

STATE OF OREGON )
) ss.
County of Marion )

I, Roy A. Klein, Secretary of the Oregon State Highway Commission, do hereby certify that the foregoing extract from the minutes of the Oregon State Highway Commission has been compared by me with the record as it appears in Volume III, Page 455 of the minute book, wherein all official acts of the said Oregon State Highway Commission are recorded, and that the same is a true and correct transcript therefrom.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of March, 1919.

Roy A. Klein
Secretary, Oregon State Highway Commission



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

Accompanying

PROJECT STATEMENT

CENTRAL OREGON HIGHWAY—HARNEY COUNTY

BURNS—LAWEN SECTION

IN THE COUNTY COURT OF THE STATE OF OREGON FOR HARNEY COUNTY

In the matter of a sum set aside by the
County Court of Harney County,
Oregon for the construction of
the State Highway between Burns
and Crane, Oregon.

Now at this January term, 1919, of the County Court for Harney County, Oregon, the same being a regular term of the said Court and all of the members being present, it is hereby resolved that the said Court set aside the sum of Twenty Five Thousand Dollars ($25,000.00) for the year 1919 to be used in conjunction with the Federal Government and the State Highway Commission in constructing a post road between the towns of Burns, Oregon, and Crane, Oregon.

H. G. LEWIS, County Judge

E. L. Hunt, County Commissioner

Jay Hellman, County Commissioner

STATE OF OREGON }
COUNTY OF HARNEY } ss.

I, Chester Dolan, County Clerk and Clerk of the County Court of the County and State aforesaid, do hereby certify that the foregoing copy of Resolution in the matter of a resolution pertaining to State Highway in Harney County has been by me compared with the original, and that it is a correct transcript therefrom, and of the whole of such original Resolution as the same appears on record at my office and in my custody.

In Testimony Thereof, I have hereunto set my hand and affixed the seal of said Court this 8th day of January, 1919.

CHESTER DOLAN, County Clerk
By, Nan Hathaway, Deputy

( S E A L )

Now, on this Friday, July 5th, 1918, the same being the Second Judicial day of said term, Court met pursuant to adjournment, of Wednesday; there being present the same officers as heretofore.
Whereupon, the following proceedings were had, to-wit:

IN THE COUNTY COURT OF THE STATE OF OREGON FOR HARNEY COUNTY

IN THE MATTER OF A RESOLUTION PERTAINING TO STATE HIGHWAY IN HARNEY COUNTY: } RESOLUTION

WHEREAS, The State Highway Commission of the State of Oregon has set aside the sum of $20,000.00 and that the Federal Government has been requested to set aside an equal amount for the purpose of building and constructing a Post Road Between Burns, Oregon, and Crane, Oregon; and,

WHEREAS, the County of Harney shall set aside at least the sum of $5,000. for the purpose of being used in connection with the above sums for the construction of the above mentioned Post Road; and,

WHEREAS, the County Court for Harney County, Oregon, considers the said Post Road between the towns of Burns, Oregon and Crane, Oregon, of great value to the said County and eastern part of the State of Oregon, and willing to cooperate with the State Highway Commission as far as possible in a financial ways

BE IT HEREBY RESOLVED, that the County Court for the County of Harney, Oregon, hereby set aside and appropriate the sum of $5,000.00 from the present fund and to pledge whatever further sums shall be available at the time the 1917 taxes shall be paid into the said County, to be used in connection with the above mentioned sums for the purpose of building the said Post Road from Burns, Oregon, to Crane, Oregon.

K. G. LEVENS, County Judge
R. L. HAZE, County Commissioner

STATE OF OREGON } ss.
County of Harney }

I, Chester Dalton, County Clerk and Clerk of the County Court of the County and State aforesaid, do hereby certify that the foregoing copy of Resolution in the Matter of a Resolution pertaining to State Highway in Harney County has been by me compared with the original, and that it is a correct transcript therefrom, and of the whole of such original resolution as the same appears on record at my office and in my custody.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said Court this 2nd day of January, 1919.

CHESTER DALTON, County Clerk

By. Wm. M. Carroll, Deputy

{ S E A L }

[illegible]

[illegible]

[illegible]

November 27, 1918.

Dr. L. I. Howes, District Engineer,
Bureau of Public Roads,
Portland, Oregon.

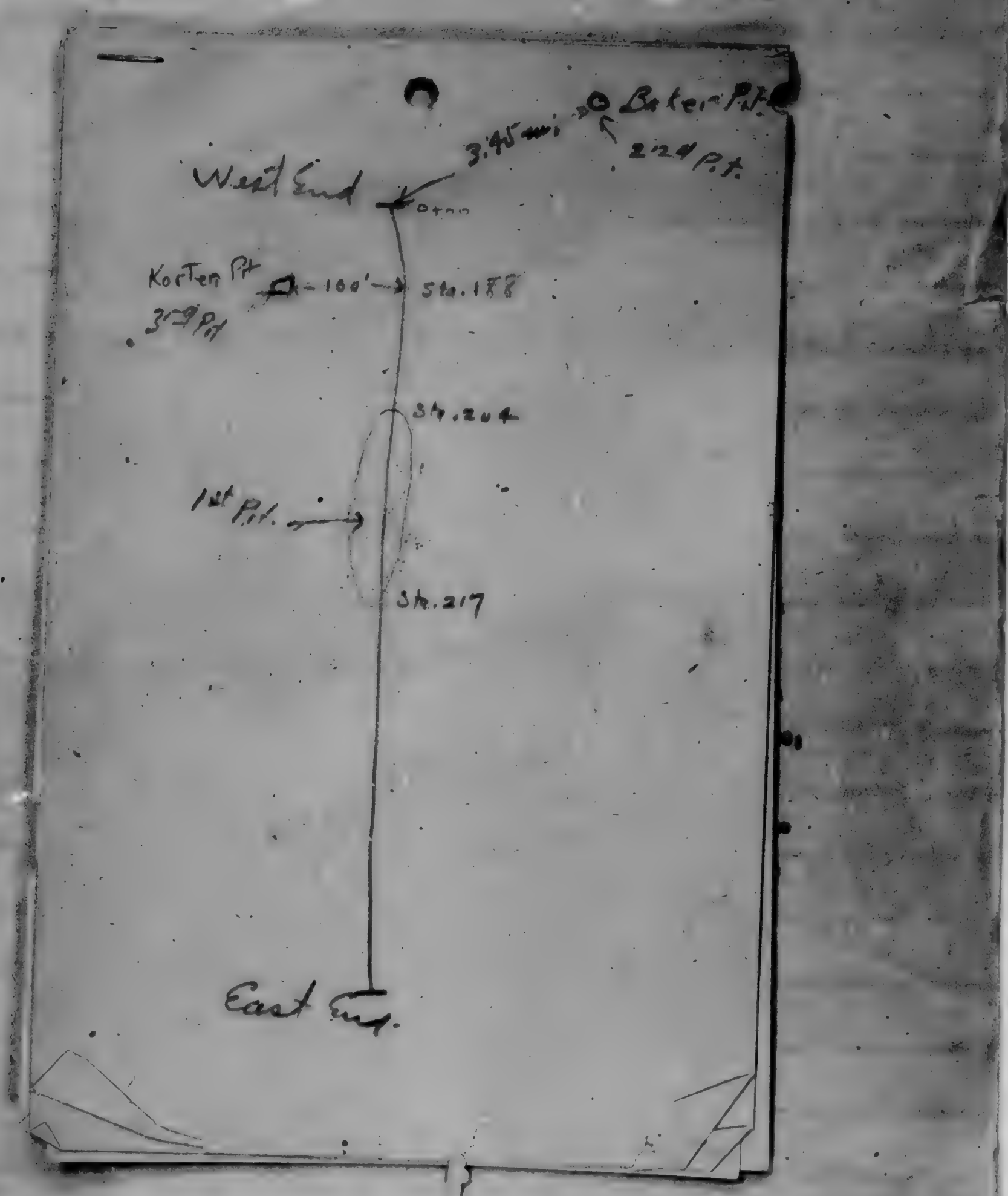
Dear Sir:

Please find enclosed a copy of the resolution passed by the County Court of Harney County, appropriating $8,000 for the Burns to Crane section of the Central Oregon Highway, known also as Oregon Post Road Project No. 15.

Respectfully,

Secretary.

BAK/HI


Baker Pit
3.45 mi
224 Pit
West End
Korten Pit
3rd Pit
Sta. 188
Sta. 204
1st Pit.
Sta. 217
East End.

[illegible] paid to Hale-Halsell division Water Wagon in excess of 9 hrs. per day.

This was no benefit to road and was done to allow trucks to make better time in hauling. Trucks, gas and oil furnished free to contractor. All contractor paid for was labor.

This item not allowable.

---

Articles furnished for Hale Truck Hauling Water
Has to do with above & not allowable.

---

Labor furnished repairing Hale Trucks Hauling Water
allowable

---

Gravel Hauled to Mainlain Hwy. for trucks.
Not a legitimate charge (?)

---

Labor furnished repairing & placing engines and pumps for use of water wagons, work requested by R.E. Engr. [illegible] confirmed by Dist. Engr. order

Not allowable

This charge apparently is for pumping water out of gravel pit for sub-contractor doing stripping. (Sub-contractor Fallbrook at Baker Pit

Cost of changing Shovel to Clam Shell on
P/c of Water in Shovel Pit.

Item Pay-roll Portland Shop should have deducted from it amount from was held for to county if bill was allowed.

Since water showed in test-pits ~~before~~ which contractor saw before signing contract it was evident that the choosing of shovel in first place was poor judgement. Engineers informed him that Bagley Sanderson should be used. This item should not be allowed.

Cost of Bunkers Necessary P/c of Water in Pit. Shovel was used in conjunction with the clam shell and should not be allowed for same reasons as above

Cost of Repairing Shovel at Kortum Gravel Pit. Cost $7.50. ordinary conditions should be explained.

Cost of Dragging Gravel Placed in Bunns - Jones Hwy. Excessive charge & so because such a small yardage per day was put on road. Frequently Res. Engr. informed Contr. that he had too large a force dragging but no change was made. This item not allowable because included in unit price.

State did allowed force acct. on dragging after hauling was limited over certain sections.

had 3 carpenters and helper during job.

---

Cost of Shapping Sec. Gravel Pit on Kortens Place
Contract price of 20¢ per C.Y
Aschbacher worked in first place at 30¢ & threw up.
Perry & Lietzke worked at 25¢ & threw up but have not been paid amt. of $ 358.00 to-date.
Then Pac. B. worked at it awhile and then worked to Retherford at 25¢ for awhile and later raised to 27½¢. Retherford finished job

---

Cost of Moving Steam Shovel to Baker Pit.
Bennett authorized this at contractors expense
(Look for this in correspondence) Possibly allowable

---

Cost of Baker Pit & Making Road from Pit.
Should not be allowed

---

Cost of Moving Shovel from Baker Pit.
Cost is excessive but
Should be allowed

---

Cost of Making Roadway from Gravel Pit at Kortens Place.
Should be a part of unit price of contract and not allowable.

Bathroom Groups in Keep. Adjust
by Res. Engr.
This item is as per specifications and
not at my risk.

---

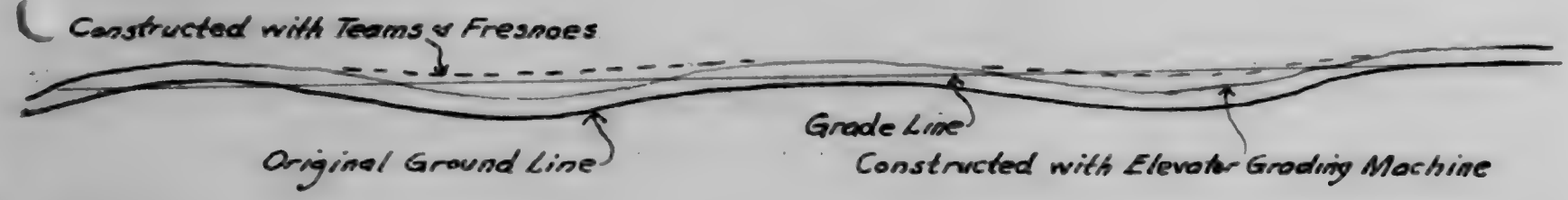
Gravel Loads from Parks Pit.
An amount equal to 10% to be deducted
was agreed upon between Summit, Surveyor, Dr. Fogelle
Morris & Randels. This was done in final
estimate & for the above reasons this charge
is not legitimate.
The 10% was deducted as % oversize
material in pit which tested 38.7% oversize

---

was in test pit on first pit when contract was signed. Contractor saw this before signing up contract. Moved steam shovel on job and abandoned pit on account of water in same. No gravel hauled from this pit. Bennett gave permission to move to Baker Pit at contractors expense. Began hauling from Baker Pit on Nov. 9th 1919 and stopped Nov. 25, 1919. Had to close down a/c no grade ready. ~~Started again Mar 8 1920~~. Contractor was instructed during winter months to move to Horton Pit Sec. 18 (J). This on a/c of permanent + excess Land. Job was finished from this (Horton) Pit.

Baldock was on job from time work was begun on Horton Pit.

Bunker, shovel, 3 H.P. gas engine, well, 12' Western Blade + scarifier attachment, sold to County for $5000.




Pay on N Less Quantity

Typical Method Of Construction
Burns-Lawen Section
Central Oregon Highway

October 10, 1918.

Mr. L. I. Howes, District Engineer,
Broadway-Hamhill Building,
Portland, Oregon.

Dear Sir:

I am handing you herewith for your approval, project statement covering the Burns-Crane section of the Central Oregon Highway proposed for cooperation under the Federal Aid Road Act. This improvement is located in Harney County and the cooperation proposed is Federal Government, $40,000; State of Oregon, $40,000; County of Harney, $20,000.

We have a party now at work on this project, making the location, and expect to be able to furnish you the location maps and profile in a short time.

Respectfully,

State Highway Engineer.

BAK/HI

CONTRACT #174, #2

PR-15 Burns-Lawen Nov. 1919 - April 1920

174 #2

RECEIVED
OCT 18 1937
FOR FILING

October 15, 1937

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Attention Mr. F. E. Andrews

Dear Sir:

I am rather at a loss to know how to answer your communication of October 4, regarding the maintenance inspection of Oregon F.A.P. 15, Burns-Crane Highway, ~~Burns-Lawen Section.~~

The surfacing for this road is very expensive. The corrugated conditions which result in the summer are due to the extremely dry climate of this valley and would be manifest regardless of the depth of the surfacing. In consequence, the only way the maintenance can be materially improved is to construct an oil surfacing.

We must, after all, be guided by the use of economic yardsticks in determining the expenditures of highway funds, and it is certain that this road earns barely enough to pay for its maintenance. There is no justification for a complete resurface and oil job. We have many problems over the state involving the worth-while expenditure of road users' funds on roads that earn considerable revenue and the improvement of which would result in a material benefit to the road users.

In my opinion, the maintenance of this section is comparable with the traffic it is carrying and to expend more would be a waste of funds. I believe we should keep this in mind when we make the maintenance inspection and view things relatively.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. J. M. Bishop

RECEIVED
- 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 4, 1937.

163.3

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are again calling your attention to the unsatisfactory condition of Oregon F.A.P. 15, Burns-Crane Highway, Burns-Lawen Section.

Maintenance inspection was made on September 17, at which time it was noted that very little improvement has been made since the inspection made last year, and as called to your attention in our letter of November 16, 1936.

We are again requesting that effective steps be taken to place the surface in a satisfactory condition.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
OCT 6 - 1937
OFFICE OF
MAINTENANCE ENGINEER

October 4, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are again calling your attention to the unsatisfactory condition of Oregon P.A.F. 15, Burns-Crane Highway, Burns-Lawen Section.

Maintenance inspection was made on September 17, at which time it was noted that very little improvement has been made since the inspection made last year, and as called to your attention in our letter of November 16, 1936.

We are again requesting that effective steps be taken to place the surface in a satisfactory condition.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

OR-15

July 28, 1924.

Mr. Robert Whyte, Agent,
National Surety Company,
Portland, Oregon.

Dear Sir:

In response to your verbal inquiry as to the status of our contract No. 174, Burns-Lawen Section of the Central Oregon Highway, Pacific Bridge Company, contractors, would say that our records disclose that the work was completed and accepted and final payment has been made.

Further, our files do not show any evidence of a breach of contract on this job and at the present time there is no outstanding obligation against either the contractor or the surety on this contract.

Very truly yours,

State Highway Engineer.

RAK:IM

February 4, 1924

National Surety Company,
c/o Robert Wyte, District Manager,
523 Corbett Building,
Portland, Oregon.

PCR 15

Gentlemen:

Replying to your letter of the 1st inst. regarding the Pacific Bridge Company's contract for the construction of the Burns-Lawen Section of the Central Oregon Highway, our contract No. 174, please be advised as follows: The total amount earned by the Pacific Bridge Company was $241,665.32, deduction for rental for the equipment $6,009.15, total amount paid to the Pacific Bridge Company $235,656.17, which amount includes force account to the extent of $2,070.92. It als includes $11,201.28 which represents an adjustment on account of alteration in details of construction, which involved the shaping and dragging of the roadbed which was not contemplated under the original contract.

We trust that the foregoing is satisfactory.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY


OREGON BRANCH OFFICE
(AUTHORITY LIMITED)
[redacted]
ROBERT WHYTE, DISTRICT MANAGER
W. B. GILHAM, OFFICE MANAGER
523 CORBETT BLDG.


PORTLAND, OREGON

February
First
1 9 2 4

Mr. Roy A.Klein,
State Highway Engineer,
Salem, Oregon.

Re: Pacific Bridge Company

Dear Sir:

Referring to the contract of the above company, on which our Company executed its Contract Bond in the sum of $98,983.50, on August 20th,1919, for the construction of the Burns-Lawen Section of the Central Oregon Highway, in Harney County, your contract No.174, will you kindly advise us the total amount paid under this Contract, indicating what amount of work included in the total contract price was done on force account.

We are having some difficulty in determining the total amount of this contract for which our Bond was liable and your advices giving us the information requested, will enable us to straighten out the matter. If part of this work was done under special agreement and not under the contract covered by our Bond, we will appreciate your advices as to the amount of same.

Thanking you for your kindness in this matter, which will indeed be appreciated, I remain,

Very truly yours,

RW EM

DISTRICT MANAGER

ANSWERED
H B.G

October 9, 1923.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

PR #15

Dear Sir:

The attached memorandum relative to the maintenance of the Burns-Lawen Section of the Central Oregon Highway has been forwarded to this office by the Bureau of Public Roads, which is passed to you for your information.

Very truly yours,

State Highway Engineer.

RAK:LM

1 Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

RECEIVED
OCT 9 1923

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

October 8, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Herewith a memorandum regarding a few minor defects on Oregon F.A. project No. 15 - Burns-Lawen Section of Central Oregon Highway,- which may be of assistance to your maintenance organization.

Yours very truly,

C. H. Purcell, District Engineer,

By [signature] Acting

Memorandum

Re. maintenance Burns-Lawen Section, Central Ore. Ry.

Some sage brush, along shoulders, too large to be removed with a mower, should be cut down by hand, as they may tend to hold snow drifts if allowed to remain.

One culvert located about five miles from the east end of the project has been filled with sand at both ends.

It is noted that the headwalls of a double 24" pipe culvert are badly broken through settlement in soft ground. While replacement is not now necessary the structure should be observed for further evidences of failure.

March 9, 1922

Claim of Pacific Bridge Company for digging and shaping gravel on contract No. 174, Post Road Project No. 15, Burns-Lawen Section, Central Oregon Highway.

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

After work had been completed on this project and the final estimate submitted by the Resident Engineer, the Pacific Bridge Company, contractor, submitted claims amounting to approximately $41,500.00. These claims were referred to us for adjustment, we investigated, and under date of August 8, 1921, a report was made to you of our conclusions.

In the report of August 8, 1921, we recommended that claims amounting to $5,564.37 be allowed; that claims amounting to $24,476.96 be Not allowed; We made a report, without recommendations on the claim for dragging and shaping amounting to $11,455.45.

The claims amounting to $5,564.37 were approved by the State Highway Commission and have been paid.

Under date of December 15, 1921, the Pacific Bridge Company asked for a review of their claims and submitted a history of the job as seen from the contractor's point of view.

Representatives of the contractor appeared before the State Highway Commission at a meeting held February 22, 1922. The Matter was discussed and it was decided that the matter of dragging was to be given further consideration, with the understanding that no other claims would be reconsidered.

The contractor claims that the gravel used, was of a quality which did not bind readily, and required an excessive amount of dragging, which he was required to furnish and for which he has not been compensated.

The bid proposal and contract contain the following clause: "Gravel satisfactory for this work is obtainable from gravel beds adjacent to the work. The Engineer shall be the judge as to whether the gravel from any particular pit is or is not satisfactory, and in no case shall gravel be used which is not equal in grading, binding qualities, and toughness, to the best gravel obtainable within reasonable hauling distance." "All gravel pits must be secured and developed at the sole expense of the contractors."

When bids were received, the only known source of gravel supply was a pit about two miles west of Burns. It was believed by the Highway Engineers that gravel beds could be found adjacent to the road, but no pits or beds had been located.

After the receipt of bids and prior to the signing of the contract, the Resident Engineer had test pits dug and found gravel adjacent to the work. This gravel was overburdened with about four feet of earth and the gravel strata about four feet in thickness. The gravel found adjacent to the work was small in size and contained a large amount of sand, and did not pack readily. The contractor, Harney County Court, Burns Commercial Club and others protested the use of this material. Nevertheless, the material was used and an excellent road surface obtained. This surface was obtained by hauling over the gravel as it was placed, thereby getting the compression of the loaded truck; using water tanks for sprinkling and by continuous dragging and shaping.

Because of the fact that material was used which did not pack readily, the contractor was required to expend for dragging an amount, per cubic yard of material, approximately 3.6 times greater than the usual amount required.

Under usual conditions we calculated the maximum cost of dragging and shaping at 15¢ per cubic yard of gravel delivered. We find that the contractor expended for dragging and shaping 55¢ per cubic yard. The contractor is willing to assume a cost of 21¢ per cubic yard, and is asking an allowance of 52¢ per cubic yard on 34,896 cubic yards or $11,166.72.

Had the contractor been required to expend for dragging and shaping only an amount equal to 15¢ per cubic yard of material delivered, we believe the material would not have compacted during construction and the completed job would have been very unsatisfactory. The material would probably have packed under local traffic in two or three years time, but would have required during that time much dragging and shaping at a cost which would probably equal the amount expended by the contractor. It would have been necessary for traffic to travel a loose surface for two or three years instead of having the benefit of a compacted surface from the contractors time of completion.

We believe that if it were possible for the contractor to refer this matter to a court, that he would be awarded compensation for the a ount expended, over and above the customary amount.

Herbert Hunn - #3 8-9-1922

On page 6 of "Specifications and contract Agreement" for contract No. 174, under the heading "Alterations in Details of Construction" appears the following: "The Engineer, during the progress of the work, may alter any of the details of construction, including the grade or alignment of the road or both, and may increase or decrease the quantities, as may be found expedient or suitable; such alterations shall not invalidate the contract nor release the sureties, and the contractor agrees to accept and execute the same as if they were a part of the original contract." "At the completion of the work an allowance shall be made for such alterations, either for or against the contractor, as the case may be, and the value of such alterations shall be estimated by the Engineer from the schedule of rates and prices attached to the contract or should it not apply, such equitable amount shall be estimated by the Engineer."

The gravel from the pit adjacent to the work, which was used for surfacing, did not contain sufficient binding qualities to bind under the usual amount of dragging, therefore, the amount of necessary dragging was increased, and under the terms of the above clause of the contract the contractor has a just claim for compensation, and which we approve.

From cost data submitted we have calculated that the extra amount of dragging and shaping was done by the contractor at a cost of 32¢ per cubic yard. This cost applied to 34,895 cubic yards of material amounts to $11,166.72.

Respectfully submitted,

_____

_____

CEW:EM

May 4th, 1922.

National Surety Company,
c/o Mr. E. C. Leigh, Resident Agent,
Corbett Bldg.,
Portland, Oregon.

Dear Sir:

In answer to your letter of yesterday relative to the amount of force account included in the final payment to the Pacific Bridge Company on the Burns - Lawen Section, we can say that this amount is $2,070.92. There was also a special adjustment made on this contract after it had been completed which amounted to $11,201.28.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict.by M.T.Saunders.

THAN ANY OTHER COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

*New York.*


H. G. LEIGH

"THE BOND MAN"

DISTRICT MANAGER

DANIEL E. GORTON

ASSISTANT MANAGER
[AUTHORITY LIMITED]

CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON


May 3d, 1922


RECEIVED
MAY 4 1922


Roy A. Klein, Secretary,
Oregon State Highway Comm.,
Salem, Oregon.

In Re: Pacific Bridge Company

Dear Sir:

Referring to your letter of April 19th in connection with contract of the above for the Burns-Lawen Section of the Central Oregon Highway in Harney County, will you please advise what proportion of the sum of $235,656.17 paid to the contractors, was force account.

We would appreciate this information as early as possible.

Yours very truly,

DEG:D

Assistant Manager

#7070.9 Force acct

RR
15

April 21st, 1922.

National Surety Company,
c/o Mr. M. C. Leigh, Resident Agent,
Corbett Bldg.,
Portland, Oregon.

Dear Sir:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment to the Pacific Bridge Company, who have completed their work on our contract No. 174, which is described as the Burns - Lawen Section of the Central Oregon Highway in Harney County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict.by H.T.Saunders.

APR 15 F.

April 19th, 1922.

National Surety Company,
c/o Mr. H. C. Leigh, Resident Agent,
Corbett Bldg.,
Portland, Oregon.

Dear Sir:

In acknowledging your letter of April 5th relative to the total amount paid to the Pacific Bridge Company on their contract with the Highway Commission for grading and macadamizing the Burns - Lawen Section, I can advise that this amount is $235,666.17.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

Dict.by H.T.Saunders.

WORLDS LARGEST SURETY COMPANY

H. C. LEIGH
[redacted] WELCH
"THE BOND MAN"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
[AUTHORITY LIMITED]
CORBETT BUILDING

PHONE
MARSHALL 2191

...ND MORE PEOPLE THAN ANY O...OMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

PORTLAND, OREGON

April 5, 1923

Roy A. Klein, Secy.,
Oregon State Highway Comm.,
Salem, Oregon.

In Re: Pacific Bridge Company

Dear Sir:

Referring to your letter of March 13th in connection with contract of the above for grading and macadamizing the Burns-Lawen Section of the Central Oregon Highway in Harney County, will you please advise total figure in this matter.

Thanking you for your early advices, I remain

Yours very truly,

DEG:D

Assistant Manager

23-6-654.5.9
23656.13

PRINT

March 15th, 1922.

National Surety Company,
c/o Mr. H. C. Leigh, Resident Agent,
Corbett Bldg.,
Portland, Oregon.

Dear Sir:

In response to your letter of March 11th relative to payment of the Pacific Bridge Company on their contract for grading and macadamizing the Burns - Lawen Section of the Central Oregon Highway in Harney County, I can advise that at this date the total amount paid them is $223,454.89, which is about $1,000.00 less than what the final payment will be.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION.

by
Secretary.

Dict.by E.T.Saunders.

MORE PEOPLE THAN ANY COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York


H. C. LEIGH

EDWARD P. WELCH
"THE BOND MAN"
DISTRICT MANAGER

DANIEL E. GORTON
ASSISTANT MANAGER

CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON



RECEIVED
MAR 13 1922
OREGON
STATE HIGHWAY COMMISSION


March 11, 1922.

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

In Re: Pacific Bridge Company,
Contract No. 174.

Dear Sir:

Referring to Contract of the above for the grading and macadamizing of the Burns-Lawen Section of the Central Oregon Highway in Harney County, will you please advise the total amount of this contract to date?

Thanking you for your courtesy, I remain

Yours very truly,

ASSISTANT MANAGER.

DEG:MC

November 4, 1921

Pacific Bridge Company,
Ft. of E. Salmon Street,
Portland, Oregon.

Attention Mr. C. F. Swigert, Pres.

Gentlemen:

I wish to acknowledge receipt of your letter of November 2nd which I presented to the Commission at a special meeting which was held in Salem yesterday, and the Commission have instructed me to draw a voucher for you retaining 5% of the total amount.

The Commission will arrange to hear you on this matter at the next session which probably will not be before the 15th of December. Would thank you then to return the voucher which you are now holding and we will be pleased to put thru a semi final, retaining only 5% of the total.

Since this contract was drawn at a time when the law required that 15% be retained, it is requested that the surety company's endorsement to this partial payment be secured.

Very truly yours,

Secretary.

RAK:LM

...CO...ANY

...L CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

November 2nd, 1921.

RECEIVED
NOV 3 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We are duly in receipt of your final estimate in Burns-Lauren Contract amounting to $14797.21.

This is very much less than the amount we believe to be justly due us and we do not believe we should be forced to sign the release in full attached to this estimate before we have had an opportunity to appear before the commission and state our case to them in person.

We respectfully request this opportunity at the earliest possible moment and meantime, as the holding up of the amount admitted to be due for over a year after the completion of the contract is working a great hardship on us, we request that a semi-final of substantially the entire amount be paid us pending this hearing.

In view of the fact that the usual remedies provided by law are not available to us in this case believe our request is not unreasonable and trust that you will take the same view paying without further delay the amount admittedly due without forcing us to sign the receipt in full.

Respectfully submitted,

PACIFIC BRIDGE COMPANY

By C. F. Swigert.
President.

ANSWERED
HERBERT NUNN

ANSWERED
HERBERT NUNN

November 2nd, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

RECEIVED
NOV - 3 1921

Dear Sir:

We are duly in receipt of your final estimate in Burns-Lauren Contract amounting to $14797.21.

This is very much less than the amount we believe to be justly due us and we do not believe we should be forced to sign the release in full attached to this estimate before we have had an opportunity to appear before the commission and state our case to them in person.

We respectfully request this opportunity at the earliest possible moment and meantime, as the holding up of the amount admitted to be due for over a year after the completion of the contract is working a great hardship on us, we request that a semi-final of substantially the entire amount be paid us pending this hearing.

In view of the fact that the usual remedies provided by law are not available to us in this case, believe our request is not unreasonable and trust that you will take the same view paying without further delay the amount admittedly due without forcing us to sign the receipt in full.

Respectfully submitted,

PACIFIC BRIDGE COMPANY

By [signature]
President.

Oct. 27,1921.

Pacific Bridge Co.,
Ft. of East Salmon St.,
Portland, Oregon.

PR #15

Dear Sir:

In order that you may be informed as to what has been allowed to you under the claims made by you for payment in excess of that allowed by the Resident Engineer in his final estimate for the grading and surfacing of the Burns - Lawen Section, we wish to advise you as follows:-

To cover embankment construction above the grade to which same was allowed by the Resident Engineer, we have increased the yardage of common excavation by 5280 cubic yards.

To cover gravel used in maintaining sections of surfacing which failed to stand under traffic, we have increased the yardage of gravel surfacing by 108. cubic yards and the quantity of payhaul by 195. yard miles.

Claims in the amounts of $254.63, $8.85, $29.56, and $75.18, covering extra work in connection with sprinkling of surfacing, repairs to state trucks, etc, have been allowed as "force account".

Claims in the amounts of $1,218.82 and $1,081.46, covering purchase and developement of the Baker Pit and the moving of equipment from the Baker Pit to the Kertema Pit, have been allowed as an adjustment on account of alterations in details of constructions.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:EB

Final was not accepted. Put thru "Hold" for Semi-Final

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date Sept 18, 1931

Job Name Lawen Crane Section

Week from Sept 12 to Sept 18-

Mail Address Crane Oregon

Highway Central Oregon

Telegraph or Telephone Address Crane

County Harney Job Prefix 13 E 5

Express and Freight Address Crane

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Job visited by C.C. Kelly & E B Bishop on Monday.

Care Ray Magee time check for not going to work spreading water

Hired Jack Bembery as Truck driver on 13th

Tuesday

Went to Burns to go over Sage Hen - Burns section with Bishop & Hardin and find out what must be done yet.

Harding busy with office work on Friday when I went to take over Sage Hen - Burns Section.

Need two trucks badly on this job as bins are full all of the time and rock men are delayed.

NOTED
H. S. GLAEYER

NOTED
E. B. Bishop

Signed C E Randel

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form P. R. 6

# MAINTENANCE INSPECTION

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Copy for State Highway Department

State Oregon
Project No. 15
District No. One

Made to District Engineer, Portland, Oregon., August 31, 1921, 19

Scratch all but one: ~~Preliminary~~ ~~P. S. & E.~~ ~~Construction~~ Maintenance

Inspection Report on Central Oregon Hwy., Burns-Lawen section Project

County of Harney

Date of Inspection August 27, 1921. Made by C. L. McKesson

Title Senior Highway Engineer.

8—4613

Inspection made with C. E. Randles, Res. Engineer, State Highway Dept.

Project consists of 16.7 miles of gravel surfacing 8" thick and 16 feet wide. Completed in 1920.

Surface:- In fairly good condition; has received no attention since spring and should be dragged as soon as rains commence.

Shoulders:- Generally in good condition.

Slopes:- Repairing slopes where washed last winter, about 1½ miles from Burns.

Guard Rail:- None required.

Ditches:- Open.

Bridges, Culverts and Drains:- Unobstructed.

Maintenance Cost:- Per mile $60; total cost $1000.

Railroad Crossings:- None.

Road Signs:- None required.

Comments:- The road after one years use is in very satisfactory condition. The low maintenance cost and present satisfactory condition are in a large measure due to the fact that surface was kept well watered during construction. The very fine gravel used is easily bladed and with very moderate expense for maintenance will provide a satisfactory roadway for many years under the relatively light traffic which may be expected.

State Highway Department requested to drag and work road as soon as rains begin. It has been suggested to them that a patrol be organized to cover this project and Oregon Federal Aid No. 48 adjoining which will soon be completed. This 30 mile stretch of highway could be well cared for by one well equipped patrol if maintenance is begun as soon as projects are opened to through traffic from Burns to Crane.

Photographs:- Attached.

August 8, 1921

Mr. Herbert Munn,
State Highway Engineer,
O f f i c e.

Claim of Pacific Bridge Co., on contract No. 174. Post Road Project No. 15, Burns-Lawen Section, Central Oregon Highway.

Dear Sir:

In regard to the claims presented by the Pacific Bridge Company on the Burns-Lawon Section of the Central Oregon Highway amounting to $31,496.80 exclusive of approximately 20,000 cu. yds. of excavation which they claim they have moved and put into the roadbed but not allowed for, which on their contract price for excavation @ 50¢ per cu. yd. would increase their claim $10,000.00 or approximately $41,496.80 and they ask to be reimbursed to that extent. We find upon investigation as follows: Bids upon this work were received by the State Highway Commission and opened July 8, 1919. The Pacific Bridge Company being the lowest bidders on July 9th, 1919, you notified the Pacific Bridge Company not to ship any equipment to construct pending an investigation of materials, as while the proposal for bids had stated that "Gravel satisfactory for this work is obtainable from gravel beds adjacent to the work" it had developed that such was hardly the case. During the investigation it was demonstrated that gravel did exist in certain places but was overburdened with 4 to 6 feet of earth, and the Pacific Bridge and the Division Engineer agreed that 30¢ per cu. yd. was a fair price for the necessary stripping of the gravel beds and a proposal to that effect was made by the Pacific Bridge Company. July 24th. Mr. Munn notified the Pacific Bridge Company that the Commission had awarded them the contract on basis of their bid of July 8th, 1919.

July 31st Mr. Bonnett wired the Department that the payhaul estimate on this section would be 176,000 cu. yds. miles. August 19, 1919 the Pacific Bridge Company wrote the Department as to whether a separate contract would be made for stripping. August 20th, 1919 the contract was signed and executed, the payhaul item being changed to 176,000 cu. yds. miles from 46,000 cu. yds. miles, as in the original proposal for bids, which was figured on frequent and adjacent gravel beds which did not materialize.

August 23rd, 1919 Mr. R. A. Klein notified Pacific Bridge Company by letter acknowledging receipt of executed copy of the contract and returning bond filed with their bid on this project. August 23rd. Also

on this date Mr. Klein wrote the Pacific Bridge Company that "The Highway Commission accepted their proposal to strip gravel beds at 30¢ per cu. yd. and that the quantities would be shown on their estimates and that it would not be necessary to draw a separate contract for this purpose.

September 3, 1919. The first work was started on this project. October 1919. After the first gravel bed had been stripped the County Commissioners of Harney County and the Chamber of Commerce and citizens of Burns, Oregon, were dubious of the quality of gravel exposed as to whether it was suitable material with which to construct a road surface and took the matter up with the Highway Commission and Division Engineer with the result that on November 3, 919. Mr. Bennett, Division Engineer wired Mr. C. L. Candole, Resident Engineer, at Burns to allow the contractor to move to the so-called Baker Pit 3.45 miles northwest of the beginning of the project at their own expense pending further investigation of the gravel situation and the contractor started to move to this pit immediately.

November 9, 1919. The first gravel was hauled onto the road from this pit.

November 25, 1919. The last gravel was hauled, the pit being in actual operation less than 30 days, it not was operated 17 days when shut down on account of weather conditions. In the meantime further test pits had been sunk and another gravel bed located near station 180. Mr. McKesson of the U. S. Bureau of Public Roads had made an investigation and a report wherein he recommended that federal aid be withheld on this project if the material for the surfacingcontinued to come from this pit on account of the increased cost due to the overhaul.

November 29th, 1919. Mr. Bennett, Division Engineer, Mr. C. L. Lowell, Consulting Engineer, Mr. C. F. Swigert and Mr. J. W. Morris of the Pacific Bridge Company, after consultation together rendered a decision to move shovel from the Baker Pit to the 2nd Gravel Pit known as Potter Pit near station 180 which had been located one from this pit all material for surfacing the balance of the project was taken. This second move being justified in the saving in overhaul only, while stripping would cost about $9,000.00 as against approximately $70,000.00 extra overhaul would be eliminated.

The above facts have been set forth for your information as practically all our recommendation (as to action on the various items for which reimbursement is asked) are based on the above facts.

1. Claim of $2,930.50, designated as being the cost in excess of amount allowed for stripping second gravel pit known as Kortens Pit at station 180.

As shown in the above statement of facts the contractor had made an agreement to do all stripping of gravel beds at a unit price of 30¢ per cu. yd. and had been notified on August 3rd, 1919, by the secretary of the Commission that their proposal to do this work at the above unit price had been accepted by the Commission and that the quantities moved would be shown on their estimates and this stripping of said gravel pit having been measured and allowed in the estimates as per notification and agreement on this basis, we therefore consider this claim is not justified and recommend that the same be not allowed.

2. Claim of $632.57, designated as being the cost of moving steam shovel to Bakers Pit.

When the first gravel pit had been stripped and seemingly the material exposed was not of the quality that was desirable for surfacing the matter was taken up with the Highway Commission with the result that on November 3, 1919 Mr. M. O. Bennett, Division Engineer, telegraphed to Resident Engineer Randels to allow the contractor to move to Baker Pit, at their own expense, pending further investigation as to available gravel beds.

Seemingly this was an added expense but it was done at the request of the contractors and as this pit to which they moved to was 3.45 miles from the beginning of the work and having a high unit price on overhaul they expected to more than reimburse themselves for this work from the extra overhaul they would receive and were willing to make this move at their own expense, therefore, we do not think this claim is justified and recommend the same be not allowed.

3. Claim of $1,218.82, designated as cost of Baker Pit and making road from pit.

The contractor having moved to this Baker Pit at his own expense then paying $500.00 for the privilege of taking material from said pit and by constructing roadways to the same and other necessary items bringing the expense up to the amount of $1,218.82, he only used this pit for 17 days when shut down on account of weather conditions and was not allowed to resume operations at this pit, but was ordered to move to the Kortens Gravel Pit at station 180 - after the Federal representatives and our engineers had decided that the extra cost of overhaul would not justify the taking of any more material from this place in preference to what could be obtained at Kortens Pit. Hence they were ordered to move thereby not getting the benefit of buying and developing this pit which they expected to use for the whole project, but as a matter of fact only using the same for 17 days. By ordering this move the State

and Federal authorities practically saved approximately $60,000.00; being the differ nce between the cost of stripping of $9,000.00 and what would have been the extra ove haul pay of $70,000.00 if Bakers Pit had been used to finish the work, and whereas the State had allowed this material from this pit to be used and being of a good quality and suitable, we believe the state in view of the above should pay for the buying and developing of this pit. Therefore, we recommend that this claim be allowed and the contractor be reimbursed to the amount of $1,218.82.

4. Claim of $1,081.13, designated as "Cost of Moving Shovel from B kers Pit".

As the contractor made the move to Bakers Pit at his own expense and then ordered to move from Bakers Pit to Korten's Pit (for the reason given above in recommending that they be reimbursed for buying and developing this (Bak r s) pit, we then for the same reasons think that they are entitled to reimbursement for the cost of this one move as ordered by our engineers, they, the contractors having paid for moving in of the shovel, and therefore, recommend that this claim be allowed and the contractor be reimbursed to the amount of $1,081.13.

5. Claim of $1,496.44, designated as "Cost of making roadway from gravel pit at Korten's pl ce.

In our opinion this expense is one of the natural and customary overhead expenses that are incidental to all graveling jobs, viz: the building and maintaining of a road out of a gravel pit in condition, is to facilitate the hauling of the material and is money that is naturally spent in order to economically handle the work and is for the benefit of the contractor. Therefore, we recommend that this claim be not allowed.

6. Claim of $2,650.11, designated as "Cost of changing shovel to clam shell on account of water in gravel pit."

It is customary for contractors to furnish their own equipment and machinery necessary to carr on their work, and it is optional with them, as to what kind they use, providing they get the final results as called for in our plans and specifications and are using means to make proper progress on the work in order to fullfil or complete their contract on time.

The fact that their experience of using the steam shovel and not finding the same satisfactory on account of the amount of water in the gravel pit, and changing to a clam shell in order to facilitate the work and get better results, was a change which operated to the contractors

advantage and enabled them to get the material out in a more satisfactory manner and condition. The expense of this change in equipment is a natural or at least a common experience that a contractor is liable to incur at any time in the course of his operations when he sees that he will profit by it or get better results. Therefore, we recommend that this claim be not allowed.

7. Claim of $768.10, designated as cost of bunkers, necessary on account of water in pit.

For the reasons given above in regard to not allowing claim for "changing from steam shovel to clam shell" we also recommend that this claim be not considered, being one of the expenses to be borne by the contractor in the general operations of his work and not a proper claim for relief from the State and therefore, we recommend that this claim be not allowed.

8. Claim of $3,599.51, designated as cost of repairing shovel at Kertens Pit.

The total cost of these repairs as given by the contractor under this item is $7,199.02 of which amount they ask the State to stand 50% or $3,599.51. While the cost of repairs seems excessive we can see no reason why the State should assume any portion of same, as repairs and maintenance to machinery is a common item that all contractors figure, or should figure in their overhead charges in bidding on any job and have no doubt that the Pacific Bridge Company, a firm that has been in the contracting business many years, considered this item when making their bid, though the actual cost of repair and upkeep may have overran their expectations. We recommend that this claim be not allowed.

9. Claim of $11,455.45, designated as "Cost of Dragging Gravel placed on Burns-Lawen Highway.

This claim we have reported on separately which report please find attached hereto

10. Claim of $254.63, designated as "Amount paid to State truck drivers on water wagons in excess of nine hours per day."

During the progress of the work it was found that sprinkling of the new gravel surface would benefit the road and help bind the same and while not called for in the contract, Mr. Swigert of the Pacific Bridge Company offered and agreed to sprinkle on a force account basis not claiming the 10% extra as customary on account of the sprinkling would be a material benefit to him in hauling his gravel over a compacted roadbed. This agreement was entered into and the sprinkling done under

force account on this basis until August 2nd when Mr. Streicher, Superintendent of the Pacific Bridge Company asked permission to use the State trucks and tanks to put more water on at night if the contractor paid for the extra time of truck drivers. Mr. Streicher was informed that "State would pay for 54 hours per week each truck and contractor could use more water by paying the additional expense". Under this agreement the contractor would not be entitled to any of the above as it was their own proposition and for their benefit. However, as it was demonstrated that the sprinkling was a decided benefit to the road bed and money well expended and paid for by the State during the daytime, we feel that the State also got the benefit of what was put on after the nine hours, as to quote from engineer's weekly report of August 14th, 1920 "Water on grade being paid for by contractor all over nine hours for each truck and it is making a good showing for expense attached to it." In view of the above we recommend that the contractor be allowed this claim on account of state being benefited and that the contractor be reimbursed to the amount of $254.63.

11. Claim of $6.85, designated as "Articles furnished for State trucks hauling water".

As the Resident Engineer acknowledges that these articles were furnished and installed on the trucks, we recommend that the claim be allowed and the contractor be reimbursed to the amount of $6.85.

12. Claim of $29.36, designated as "Labor furnished repairing State trucks hauling water.

As the Resident Engineer acknowledges that this labor was furnished on repairing State trucks, we recommend that this claim be allowed and the contractor be reimbursed to the amount of $29.36.

13. Claim of $258.45, designated as "Gravel hauled to maintai highway for trucks.

This claim is made up of 108 cu. yds. of run-of-bank gravel that was distributed at various times and places between June 9th and August 4th, 1920, on the highway where the surfacing was supposed to be completed, butwhere weak spots developed and it did not pack, and this extra material was used to remedy the defects, but was not included in final estimate.

As the Resident Engineer agrees that this material was so used and not paid for, it is our opinion that the State got the benefit of the same when placed in the roadbed and that the contractor should be allowed the cost of this material at the regular contract prices and therefore recommend this claim be allowed and the contractor be reimbursed to the extent of $258.45.

14. Claim of $73.13, designated as "Labor furnished repairing and placing engines and pumps for use of water wagon. Work requested by Resident Engineer.

As this sprinkling of the surfacing was being paid for by the State and as this work was necessary in order to carry on the sprinkling operations and requested by the Resident Engineer, we recommend that this claim be allowed and the contractor be reimbursed to the amount of $73.13.

15. Claim of $633.42, designated as "Cost of taking down crown in highway, ordered by Resident Engineer."

A certain section of the highway was finished with an excessive crown in the surfacing and the contractor was ordered by the Resident Engineer (after Mr. C. C. Kelley, Assistant Engineer and Mr. E. B. Bishop, Division Engineer, had gone over the road and inspected the same and had given the above orders) and on October 9th Mr. Streicher, Superintendent for the Pacific Bridge Company was asked why he did not take it down, replied that he had received orders from Mr. Swigert not to do so. Some correspondence then took place between Mr. Swigert and Mr. C. C. Kelley and Mr. Swigert in his letter dated October 22, 1920, to Mr. C. C. Kelley, clearly acknowledges that any expense or obligation to do this work was upon the contractor, but merely questioned the wisdom of doing the same as he was afraid it would destroy the road bed or surface - as quoting a paragraph in the letter of Mr. Swigert to Mr. Kelley as follows: "Our objection to doing this is not at all because of the expense or labor involved, or any question of our obligation in the matter, which is quite clear but that to break up the surface and spread the gravel would very greatly damage the road."

This crown was finally eliminated in November as ordered by Mr. Kelley and as there is no question as to who should pay for the same as acknowledged by Mr. Swigert himself, we recommend that this claim be not considered or allowed.

16. Claim of $1,210.10, designated as "gravel hauled from baker pit".

This claim is made up of the difference between the amount actually hauled from the Baker Pit and the amount allowed in final estimate which is 10%. November 29, 1919 at Burns the following persons were together and examining Baker Pit and the work, viz: Mr. M. O. Bennett Dr. E. W. Lazell and C. E. Randels representing the State and Mr. C. F. Swigert and J. W. Morris representing the contractors and after reading Mr. McKessons(of the Bureau of Public Roads) report, decided to move the shovel from this pit on account of excessive overhaul and the large percentage of oversized material in output and all came to a final agreement that 10% of all material hauled from this pit should be deducted and not to be paid for on account of being oversized, not conforming to specifications and having to be raked off or removed from the grade.

As the above decision was made and agreed to by all parties to the contract while on the work and during the progress of the same we cannot see why the agreement should be repudiated now, therefore, in view of the above we recommend that this claim be not allowed.

17. Claim of $3,208.23, designated as "overhead expense of 10% on labor and material".

This claim we have not considered and recommend that the same be not allowed.

18. Claim of $10,000.00. This claim is an indefinite one, merely being a claim made that the Pacific Bridge Company were not satisfied with the yardage allowed for dirt moved in building the roadbed, which shortage they claimed they thought would be approximately 20,000 cu. yds. which at the unit price as bid would amount to $10,000.00. In checking over the cross-section and yardage allowed in the final estimate, we find that final pay quantities were computed from actual ground line to the proposed grade line as laid out by the Resident Engineer. We had a line of levels re-run over the entire finished roadbed, from which notes a new profile was made after deducting 0.80 ft. from the crown of the road which should give the grade line of sub-base to which the contractor should grade or finish to. We find in many places that the contractor did not finish to this grade. This resulted in most cases to his disadvantage as this new ground averaged above the grade line to which he was allowed quantities and was paid for; in other cases he had failed to [illegible] his fill up to grade which was to his advantage. Computation of the yardage in the entire project based on the new profile, shows that the contractor moved 5,280 cu. yds. more than he was allowed payment for in the final estimate which at the unit price of 50¢ per cu. yd. amounts to $2,640.00.

During our investigation Mr. J. W. Morris of the Pacific Bridge Company brought up the question of how the measurements were computed for the stripping of the first gravel pit, saying it was his impression that the notes would show vertical sides adjacent to the roadbed when they should show an approximate slope of 3 to 1. Upon examining the cross-section from which the quantities were computed, we find that there is no foundation to his accusation, the notes showing a varying slope that would be natural to the fill and taken on the gravel as excavated and full yardage accounted for.

In view of the fact that the re-running of the levels over the finished road demonstrating that the Pacific Bridge Company had moved into the roadbed 5,280 cu. yds. of material more than they were paid for, we consider in this case that the State got the benefit of this material as it raised the grade line some, which is a benefit in this county, as we were on the ground this spring during the high water and the grade was none too high, therefore, in view of the above, and the fact that they actually did move this extra yardage, we recommend that they be reimbursed at 50¢ per cu. yd. the contract price for 5,280 cu. yds. or $2,640.00.

Recapitulation of Pacific Bridge Company
Claim on the Burns-Lawen Section of the
Central Oregon Highway.

| | Description of Claim | Amount | Amount Recommended | Amount not Recommended |
|---|---|---|---|---|
| (1) | Cost of stripping second gravel pit at Korten's Place | $2,930.50 | $ | $2,930.50 |
| (2) | Cost of moving steam shovel to Baker's Pit | 632.57 | | 632.57 |
| (3) | Cost of Baker Gravel Pit and making road from pit | 1,218.82 | 1,218.82 | |
| (4) | Cost of moving shovel from Baker's Pit | 1,081.13 | 1,081.13 | |
| (5) | Cost of making roadway from Gravel Pit at Korten's Place | 1,496.44 | | 1,496.44 |
| (6) | Cost of changing shovel to clam shell on account of water in pit | 2,638.11 | | 2,638.11 |
| (7) | Cost of bunkers necessary on account of water in pit | 768.10 | | 768.10 |
| (8) | Cost of repairing shovel at Korten's Gravel Pit | 3,599.51 | | 3,599.51 |
| (9) | Cost of dragging gravel on roadway | 11,455.45 | | referred 11,455.45 |
| (10) | Amount paid State truck drivers on water wagons in excess of 9 hours per day | 254.63 | 254.63 | |
| (11) | Articles furnished State trucks hauling water | 8.85 | 8.85 | |
| (12) | Labor furnished repairing State trucks hauling water | 29.36 | 29.36 | |
| (13) | Gravel hauled to maintain highway for trucks | 258. 45 | 258.45 | |
| (14) | Labor furnished repairing and placing engine and pump for use of water wagons work requested by Resident Engineer | 73.13 | 73.13 | |
| (15) | Cost of taking down crown in Highway ordered by Resident Engineer | 633.42 | 633.42 | |

| | | | | |
|---|---|---|---|---|
| (16) Gravel hauled from Baker's Pit | $1,210.10 | | $1,210.10 | |
| (17) Overhead expense at 10% on labor and material | 3,208.23 | | 3,208.23 | |
| (18) Entrance not allowed in final estimate but claim was moved | 10,000.00 | $2,640.00 | 7,360.00 | |
| Total amount claimed | $41,496.80 | | | |
| Total amount recommended | | $5,564.37 | $24,476.98 | |
| Total amount not recommended | | | | $11,455.45 |
| Total amount referred | | | | |

Respectfully submitted,

Chas. H. Whitmore

C. W. Wangen

Assistant Engineers.

CHW:MM

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

July 16, 1921

Roy A. Klein,
Office.

Dear Sir:

If this claim about which the Pacific Bridge Company is writing is related to a job which is finished and ready for final settlement it appears to me the surety company should give its consent to making final settlement on this job with the knowledge that this claim is outstanding.

If the Pacific Bridge Company does not get the written consent of its surety I would suggest that a communication be addressed to the surety company advising them of this outstanding claim and of the attitude of the Pacific Bridge Company with reference to the same and state that final settlement is about to be made, and will be made, unless objection to such settlement is filed by the surety company.

Yours very truly,

J. M. Devlin
Assistant Attorney General.

JMD:AF

THE PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

July 15, 1921.

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

My dear Sir:

Replying to your favor of the 5th instant, Number 101, concerning claim failed by A. A. Perry for work supposed to have been done on the Burns-Lauren project, attached please find copy of our letter to Mr. Perry which clearly states our position.

Should the State think it necessary or desirable, we should be very glad to file either personal or surety bond guaranteeing the State against any loss on account of this claim, which we have no intention whatever of paying.

Very truly yours,

PACIFIC BRIDGE COMPANY.

By C. F. Knight
President.

cfs*hc

July 15, 1921.

JUL 16 1921

Mr. A. A. Perry,
Burns, Oregon.

Dear Sir:

Your letter of June 27th to the State Highway Commission concerning your alleged bill against us has been forwarded to us for reply.

As you are well aware, we do not owe you this or any other sum, but, on the contrary, you owe us money for having forfeited a plain contract to do certain work which you failed to do.

We have no intention whatever of paying this unjust claim and have so advised the State Highway Commission, offering to put up a bond, if necessary, to insure the State against loss by reason of this wholly fictitious claim.

Very truly yours,

PACIFIC-BRIDGE COMPANY.

By
President.

efsehg

July 5, 1921.

101

Mr. A. A. Perry,

Burns, Oregon.

Dear Sir:

Wish to acknowledge receipt of your letter of June 25, relative to your claim against the Pacific Bridge Company.

While we are unable at this distance to pass upon the merits of your claim, yet we wish to advise that claims for labor and material on all state highway contracts are covered by a bond and in the event that you have a just claim against the contractors which has not been satisfied, your remedy is to present it to the surety company on the bond.

I have written to the Pacific Bridge Company today, requesting that they give attention to this matter, and as this is a reputable company, I am sure that it will have their consideration.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAP:HI

July 5, 1921.

101

Pacific Bridge Company,
Foot of E. Salmon Street,
Portland, Oregon.

Gentlemen:

The attached letter has been received from A. A. Perry, who states that he has a claim against your company on the Burns-Lawen project. I am sure that this claim will have your early consideration. Mr. Perry's letter is attached.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

MI

PF
IV-1

June 23, 1921

Pacific Bridge Co.,
Foot of E. Salmon St.,
Portland, Oregon.

Attention: Mr. Swigert

Dear Sir:-

We wish to call your attention to the fact that when we had a conference with Mr. Swigert, Mr. Morris and Mr. Streicher in Portland Tuesday May 31st in regard to your claims pending on the work connected with the Burns-Lawen Section, you agreed and promised to send us certain data in regard to the same, which was necessary for us to have in order to make any recommendations on your claims. Over three weeks have passed and we have not received the data as yet.

For your information will say that on account of the failure to receive the same before this date it will not be possible to complete our report to Mr. Munn in time for any action to be taken at the next Highway Commission meeting to be held June 28th, 1921.

We would appreciate an early return of the data promised by Mr. Streicher.

Yours very truly,

CWW:EST

# OREGON STATE HIGHWAY COMMISSION

KR 1
12 1

Klamath Falls, Oregon,

May 24th, 1921.

Mr. Herbert Nunn,

State Highway Engineer,

Salem, Oregon.

Attention Mr. C. H. Whitmore.

Dear Sir:-

Am mailing to you today the final profile of the Burns - ~~Sum~~ Lawen's tex Section which I withheld from the final records until such a time as levels could be run over the finished grade.

These levels were forwarded to you by Mr. P. O. Harding on May 14th last.

Yours truly,

E. M. Brinkley

Division Engineer.

NOTED
C. H. WHITMORE

May 19, 1921

Mr. C. M. Gram,
Commissioner of Labor,
B u i l d i n g.

Dear Sir:

After some delay I have secured a report from our Mr. Bishop, Division Engineer, relative to the claim of Thomas E. Browning who drove truck for this department in June, July and August of last year.

I am attaching hereto Mr. Bishop's letter covering this matter and acting on Mr. Bishop's recommendation we are willing to make settlement of this claim on a basis of 184 hours time at $0.75 per hour.

I am attaching the original of Mr. Browning's claim which was forwarded to this office. We would like to have Mr. Bishop's letter returned for our files.

Yours very truly,

Secretary.

RAK:LM
Encls.

# OREGON STATE HIGHWAY COMMISSION

Klamath Falls,Ore.
May 16,1921.

Mr.Herbert Nunn,
State Highway Engineer,
Salem,Ore.,
Dear Sir:-

On May 4th,I got Mr.C.E.Randels and Mr.Thos.E.Browning to-gether and talked over the matter of claim of Browning for overtime while employed as a truck-driver for the State.

Due to so much heated talk of a personal nature it was hard for me to understand just what really did transpire. However I take it that Browning was satisfied with the wage he was getting until he got discharged.

The following I believe to be the facts:

Time as shown on the pay-roll for June was juggled by Randels so as not to show more than sixteen hours for any one day but Randels claims total is correct;Browning says he claims nothing extra for June.

For month of July,Browning claims that he should receive 85¢ an hour for overtime rather than the 75¢ which he was paid. In other words an additional 10¢ per hour for 190 hours. Browning claims that there was no agreement as to what the rate would be. However he was being paid the 75¢ rate by the Pac.Br.Co. which was their standard rate and should not have expected more from the State. Randels claims that he told Ray McGee(the other truck-driver) and Browning while they were together that the rate would be 75¢. I asked McGee about this and he said that he thought this was correct though not positive. At any rate he said that he understood and was satisfied. I cannot imagine two truck-drivers working to-gether and one not knowing what wage the other one is getting. I would say that Browning was not entitled to any more money than he received for the month of July.

From July 27th to Aug.1st, and from Aug.4th to Aug.9th,Brownings over time was paid by the Pac.Br.Co.;this was for hauling water. On Aug.1,2,3 and 4th,Browning worked on the truck but Randels does not know whether he worked overtime or not. Randels had previously told him that there would be no more overtime but he also told him to rush this job. While there is some doubt in my mind whether he is entitled to it or not,it is my reccomend ation that Browning be paid for 12½ hours overtime at the rate of 75¢ per hour.This for 5 hrs. on the 2nd,5 hrs. on the 3rd. and 2½ hrs. on the 4th.

The item $7.85 cash paid to J.P.Hughes is for a day when Browning did not work. Browning was shown on the pay-roll as having worked and he in turn paid Hughes. Randels explained this to Browning while I was there and he (Browning) stated that if this was the case he claimed nothing extra. Neither one knew the date on which Hughes worked.

The 12½hrs.overtime at the rate of 75¢ is the only claim that I think should be paid.

Trusting that this will enlighten you in the matter I am,

Very truly yours,

E.B.Bishop

Division Engineer.

E.B.B.

April 20, 1921

National Surety Company,
Corbett Building,
Portland, Oregon.

Gentlemen:

We are in receipt of your letter of the 18th instant, making inquiry regarding contract of the Pacific Bridge Company for grading and surfacing the Burns-Lawen Section of the Central Oregon Highway in Harney County.

This work was completed and given final acceptance as of October 25, 1920.

The contractors have questioned their final estimate on this project and final payment has not yet been made. At the present time, it is impossible for us to forecast any definite time at which final payment will be made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

Dic. by J.W.DeSouza
MT

BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2181

PORTLAND, OREGON

April 18, 1921.

RECEIVED
APR 19 1921
STATE HIGHWAY ENGINEER

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Referring to contract of the Pacific Bridge Company for improvement of the Burns-Lawen Section of the Central Oregon Highway, Harney County, and particularly to your letter of November 5, 1920 advising that the contract was approximately 98% complete as of October 10, kindly advise if the job has now been completed and accepted and the total amount paid contractor under same.

Thanking you for your usual courtesy, and with kindest personal regards, I remain

Yours very truly,

DISTRICT MANAGER.

EPW:LL

March 20, 1921

A. A. Perry,
Burns, Oregon.

Dear Sir:

Answering your letter of the 25th., addressed to the Highway Commission relative to your claim against the Pacific Bridge Company wish to report that the information given in your statement has already been furnished to the Company, and I am advised that the Company is investigating the matter.

Should the contractors fail to make settlement you will be entitled to a certified copy of the contract and bond by the compliance of the provisions of Section 2991, Oregon Laws, and under the privileges of said statute you would be authorized to sue the contractor and his surety for money due you for labor or material furnished in connection with the job.

Yours very truly,

JMD:AP

Assistant Attorney General.

Bronx Ore 8/25 - 1921

State Highway Commission
Salem Ore

Sirs: Enclosed please find Bill of account with Lester Perry and Pacific Bridge Co. I may not have the exact yardage as I have the figures at hand but I know it is within just a few yards. I saw Mr Randels the other day but he had not the data at hand but said he would secure it for me if necessary. Please advise if this is necessary

Yours very truly H. H. Perry

Warrant Dec

to make investigation of the claim and write me further.

I am enclosing herewith a copy of my answer to that letter. This for your information.

Yours very truly,

JDA:LF

Assistant Attorney General

March 21st 1921

M. Pacific Bridge Co. Portland Ore.

To Luter & Perry Burns Ore. Dr.

RECEIVED MAR 24 1921 STATE HIGHWAY ENGINEER

Terms

| 1920 | | | | | |
|---|---|---|---|---|---|
| Mar | 20 | To stripping 1480 yds @ 25¢ yd. | $370 | 00 | |
| " | 26 | Cr By cash | | | $325 | 00 |
| " | 29 | " " " | | | 25 | 00 |
| April | 10 | To Stripping 1305 yds @ 25¢ yd. | 326 | 25 | |
| | | Balance Due | $346 | 25 | |

to make investigation of the claim and write me further.

I am enclosing herewith a copy of my answer to that letter. This for your information.

Yours very truly,

JED:AP

Assistant Attorney General.

March 17, 1921

Mr. A. A. Perry,
Burns, Ore.

Dear Sir:

In answer to my letter to the Pacific Bridge Company relative to your claim I received a letter from them today in which they requested an itemized copy of your bill, upon receipt of which they promised to make investigation of the claim and write me further.

I am enclosing herewith a copy of my answer to that letter. This for your information.

Yours very truly,

JMD:AP

Assistant Attorney General.

March 17, 1921

Pacific Bridge Co.,
Ft. E. Salmon St.,
Portland, Ore.

Gentlemen:

Answering your letter of the 16th., in which you request an itemized copy of the bill or claim filed with the Highway Commission by Lester & Perry against your firm I wish to reply that the statement or claim from Lester & Perry reads as follows:

"Balance due for stripping 2,000 ft. dirt from the Burns gravel pit ——— $345.30."

Other than the letter which accompanied the claim I have no further information.

Yours truly,

JTD:AF

Assistant Attorney General.

THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

March 16th 1921.

J.M.Devers,
Assistant Attorney General,
Salem Ore.

Dear Sir;

We have yours of the 14th advising us Lester & Parry have filed a claim for $346.30,labor on the Burns-Lawen contract.Our Superintendent who had charge of this work is now in the East.We understood from him however that all labor had been taken care of some time ago.

That we may investigate this alleged claim would request that you mail us an itemized copy of the bill as filed with your office.Upon receipt of same we shall go into the matter thoroughly and advise you further.

Yours very truly,

AD/GFS.

Pacific Bridge Company

By Geo F. Schott Auditor

March 14, 1921

Mr. A. A. Perry,
Burns, Oregon.

Dear Sir:

Your letter of March 8th, addressed to the State Highway Commission relative to the claim of Lester & Perry against the Pacific Bridge Company has been handed to me for reply.

The statute provides that any one having a claim for labor or material furnished or performed in connection with highway construction may request, by complying with the provisions of the statute, a certified copy of the contract and bond given by the original contractor, and may prosecute an action in court against the contractor and his surety to recover money due for such material or labor.

I have notified the Pacific Bridge Company of this claim, and have called their attention to a provision of their contract which is to the effect that all claims must be settled before final settlement can be made by the State with the contractor, unless the contractor's surety will authorize final settlement and become responsible for unpaid claims.

As soon as I hear from the Pacific Bridge Company I will advise you as to the nature of their reply.

Yours very truly.

JEDaF

Assistant Attorney General.

March 14, 1918

Pacific Bridge Co.
Ft. E. Simon St.
Portland, Ore.

Gentlemen:

The Highway Commission has received complaint from Lester & Perry of Burns, Oregon, claiming that there is due said persons from the Pacific Bridge Company $346.30 for labor performed by said persons for the Pacific Bridge Company in connection with the Bridge Company's contract for highway construction in Eastern Oregon.

I do not know the merits of this claim, nor do I propose to pass upon the same, but the fact that such claim has been filed with the Commission warrants the Commission in giving to it the consideration which it demands, and the attention which the interests of the State require.

In view of the fact that notice of this claim has been filed it will be necessary for the State to be furnished with satisfactory proof of settlement or final disposition of the claim before final settlement can be made on the contract for the work out of which this claim grows.

Will you please give this matter such attention as it merits and advise me as to the Company's attitude with reference to the claim?

Yours very truly,

JED:AP

Assistant Attorney General.

Burns Ore April 3 1920

Pacific Bridge Co

To Lester & Perry Dr.

Terms

| | | | |
|---|---|---|---|
| Bal Due for Stripping 28871 yds dirt from the Burns gravel pit | | | |
| | $346 | 30 | |

on the entire stripping under certain conditions one of them being that when the water rose to such a hight as to interfere with our work the contract was void.

When we completed the first 20 ft cut. We were laid off for some four ~~mon~~ weeks. and while we were laid off the water rose to such a hight as to be something like a foot deep in the cut ~~we~~ ahead of the steam shovel.

We went to Mr R. A. Alley who was then Supt of the work and told him the water had arose and that it was only a matter of some two or three feet on top till we would encounter mud the effect of the water in the cut

Burns Ore March 5 1926

State Highway Commission.
Salem Ore.

Dear Sirs:—

Enclosed find a bill on the Pacific Bridge Co of Portland.

We (Lester & Perry) were the original contractors on this stripping with P.B.Co and took out the first 20 ft cut. we were working under a contract to do the entire stripping under certain conditions one of them being that when the water rose to such a hight as to interfere with our work the contract was void.

When we completed the first 20 ft cut. We were laid off for some four ~~men~~ weeks. and while we were laid off the water rose to such a hight as to be something like a foot deep in the cut over ahead of the steam shovel.

We went to Mr R. A. Alley who was then Supt of the work and told him the water had arose and that it was only a matter of some two or three feet in top till we would encounter mud the effect of the water in the cut

February 18,1921.

The State Highway Commission,

Salem, Oregon.

Gentlemen,-

I hand you herewith three bills for damages,against the Pacific Bridge Co., one in favor of T.E.Browning and two in favor of F.C.Jackson. Mr.Jackson had the lands belonging to Mr.A.W.Walters also the lands belonging to Mr.Willnecker. The Bridge Company tore down their fences,let the range stock get in the fields and eat up their pasture and destroy the sweet clover and other cereals growing on the farms.

Yours very truly,

$ 6 4 8 1 . 4 6

GSS/B

FEB 21 1921

Burns, Oregon.

February 18,1921.

Pacific Bridge Company Dr.

To T.E.Browning.

To 320 acres pasture - - - - - - - - - - - - - - - $150.00

- - - - - - - - - - - - -

Burns, Oregon.

February 18,1921.

Pacific Bridge Company Dr.

To Frank O.Jackson.

To 240 acres pasture on A.W.Walters place, $100.00

" 280 " " " Joseph Wilnecker" 75.00

$175.00

State Highway Comm.

Salem Oregon.

FEB 19 1921

Burns Oregon,

Feb. 17/ 1921

Dear Sirs:

In regards to the highway between Burns Oregon and Lawen Oregon will say in course of construction, the Pacific Bridge Co. of Portland, the contractors, opened the fences on my property and allowed stock to destroy all the pasture there in.

After several verbal notices, closed pasture temporary, closeing inside several head of stock,. The temporary repairs were broken down from time to time and not fixed up, so doeing the pasture being completely eaten up by out side stock.

I tried to get a settlement several times, they saying they would settle, but never did. All attempts so far are of no avail.

Is there any way I can collect this and get the matter settled up. Please let me know at your earliest convenience, and oblige,

Yours Truely

P.S.
The amount of pasrure was 320 Acres.

T. E. Browning

Box 295

Burns Oregon

HERBERT NUNN
STATE HIGHWAY ENGINEER

**COMMISSION**

ls, Oregon,

1921.

pondence in my files

ims submitted by the

e Burns - Lawen Section.

d a sort of a diary of

at may serve to make

rs truly,

B. T. Bishop,

ivision Engineer.

Okanogan, Wash.
Feb. 20, 1921

State Highway Comm
Salem, Ore.

Dear Sirs:-

I have been asked to write you in regards to the 320 acre pasture of T.E. Browning addres Burns Ore. Who is asking the Pacific Bridge Conn. Co. To Pay damages for leaving his pasture open along the route of Highway between Burns and Lawen.

The pasture was eat off by range stock and when it was fenced by me in the employ of the Pacific

Bridge Con. Co. there was left in the pasture eight horses that I couldnt get out a foot. The fence we put up was only temporary for we went through it several times in the course of constructing the highway.

The Supt. for the Pacific Bridge Con. Co. at that time agreed to pay Browning for his pasture but failed to do so.

This pasture was first class but after the range stock got through it was not worth anything.

Trusting this thing can be settled I am Yours truly, over

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE [redacted]

# OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Oregon,

Feb. 12th, 1921.

Mr. C. H. Whitmore,

Asst. Engineer,

Salem, Oregon.

Dear Sir:-

I have been unable to find any correspondence in my files that might have any direct bearing on the claims submitted by the Pacific Bridge Company in connection with the Burns - Lawen Section.

I am however enclosing two letters and a sort of a diary of progress kept by Randels for a short time, that may serve to make things more clear to you.

Yours truly,

E. B. Bishop,

Division Engineer.

Encl.

Feb. 4, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PB-15

Dear Sir:

Herewith we are enclosing four copies of corrected final voucher on the Burns - Lawen Section, Oregon Federal Aid Project No. 15 in the amount of $26,824.15. This supersedes the previous voucher sent you for $27,739.15 and has been corrected to eliminate the items of culvert pipe which you state cannot be allowed for co-operation by your office.

888

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeCoons.

ET

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

January 29, 1921.

State Highway Commission,
Salem,
Ore.

#15

RECEIVED
FEB 1 1921
STATE HIGHWAY ENGINEER

Gentlemen:-

We are returning herewith final voucher in triplicate for Oregon Federal Aid project #15. This voucher has been examined and appears to be correct with the following exceptions:-

18" and 24" culvert pipe are included as an underrun and are thereby used to balance overruns on other items. You will see that this has the effect of paying for the culvert pipe which you were notified that we could not accept in our letter of March 12th, 1920. Should we allow these items as an underrun it would merely mean that we are paying for them under another name, and we therefore request you to eliminate them from the voucher which will reduce the total amount due from the United States by $850.00.

Yours very truly,

District Engineer.

Jan. 24, 1921.

C. E. Daniels,
Asst. Engr.,
Cuyuna, Oregon.

File PE-15

Dear Sir:

We are returning under separate cover the cross-section notes and plats for part of the stripping on the Brunt - Lauren Section.

We are unable to check this item on your estimate and wish you would make a summary of this particular piece of work to show how your result was obtained. You appear to have two sets of cross-sections over the same stationing, viz. sta. 204 - 217 / 25 and also cross-section notes for stripping from sta. 0/00 and 5/16 but unplotted. This latter amounts to 1,000 cu yds and on the last page of your notes you total the quantities from sta. 204 - 217/25 as 15,661 cu yds. Your estimate shows 12,361 cu yds.

In addition you will note some corrections in computations which you will please check and take into consideration in correcting your estimate.

Very truly yours,

ERNEST NUNN,
State Highway Engineer.

By

Office Engineer.

Mc. by F. D. Mann.
EE

January 19, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-15

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Burns - Lawen Section, Oregon Federal Aid Project No. 15, in the amount of $57,759.15.

This voucher has been prepared in accordance with your suggestions relative to sprinkling and rolling the surfacing, and it does not include any item for stripping gravel pits. The item for digging of test pits has been included under the assumption that this is a legitimate engineering investigation.

Very truly yours,

HERBERT NUNN.
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeHaven.
ET
Enc.

PR 1/17

January 18, 1921

Mr. R. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

I am returning herewith, approved, your maintenance order for work on the Burns-Lawen Section of the Central Oregon Highway.

It is suggested, however, that as little trucking as possible be done during the spring break-up and that if any material is to be distributed, that it be withheld until the road is in a more satisfactory condition.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By C. C. KELLEY,
Assistant Engineer.

CCK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 13, 1921.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

Your letter of January 7th, enclosing final voucher for Oregon Federal Aid project No. 15, has been received.

An item of 31,886.6 cubic yards stripping @ 30 cents appears in the voucher and is based upon a letter to the contractor from the Secretary of the Highway Commission under date of August 23, 1919. The special provisions contained a clause requiring the contractor to acquire and develop gravel pits at his own expense. We have no information as to the circumstances leading up to the supplemental arrangements made for payment for this stripping which, under our interpretation of the special provisions, was included in the original contract price for gravel. In view of these facts it would be impossible for us to pass this item for payment in the final voucher.

It is noted that Engineering has not been included and Sprinkling of Surfacing could very properly appear as a contingency. With these items included the voucher could be passed for payment of the full amount of Federal Aid allotted to the project.

Yours very truly,

JAN 15 1921

District Engineer.

Form No. 39.

PR 11

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Job Name Burns - Hauser

Highway Central Div.

County Harney Job Prefix 13 PA

Date Dec 19, 1920

Week from 12/12 to Dec 19.

Mail Address Crane Ore.

Telegraph or Telephone Address Crane Ore

Express and Freight Address Crane Ore

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Sent the work sheet covering estimates and mailing up location on Burns - Hauser Section.

Finished up and mailed all notes to E B Bishop Div Engr.

Contractor has all his plant distributed on Hauser-Crane job and will begin at once to put it all in place.

Crusher has not arrived and if it doesn't get busy at once this job will not be completed before cold weather sets in next fall.

Don't think there is a chance of this work being completed by the time the contract expires unless a strenuous effort is put forth from now on.

NOTED
E. B. Bishop

Signed C E Randels

Title Res Engr

(See back of this sheet for instructions and detailed information.)

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* ..... 16.72

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* ..... 16.72

*Miles cross-sections completed and checked* ..... 16.72

*Miles to be remeasured* ..... —

*Number men in Engineering Party* ..... 1

*Contractor's average force for week* ..... none ..... *men,*

..... none ..... *teams,* ..... *steam shovels*

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* ..... *men,*

..... *teams,* ..... *trucks*

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* ..... *men,*

..... *teams,* ..... *trucks*

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

# OREGON STATE HIGHWAY COMMISSION

Klamath Falls, Oregon,

December 18th, 1920.

Mr. C. C. Kelley,

Assistant Engineer,

Salem, Oregon.

REFERRED TO
C C Kelly
BY H. N.

Recommendation approved

Dear Sir:-

On December 7th in company with Mr. C. E. Randells, I made an inspection of the Burns - Lawen Section of the Central Oregon Highway, with the idea of determining whether the Pacific Bridge Company had been underestimated as to grading quantities.

I discovered that very little attention had been paid to engineer's stakes by the grading crew. Apparently the contractor's men were sadley lacking in experience with work of this nature. The grade had been roughly made with an elevator - grading machine which had the effect of raising the general contour of the original ground line approximately one foot in elevation. Teams with Fresnoes were then used to fill in the sags so as to get something in the nature of a uniform gradient. It will thus be seen that the tendency was to get the grade considerably higher than was established by the stakes. I noticed for instance that at one particular place where a cut of one foot was designated by the stakes, one foot of fill had actually been made notwithstanding the fact that five sets of finishing stakes had been furnished the contractor.

Mr. Randells informs me that he instructed the contractor's superintendant to remove the excess material and finish to grade, but that he was persuaded by this gentleman to overlook this feature of the work where no abrupt changes in gradient were noticeable. There certainly existed between the resident engineer and superintendant, an understanding that no request would be made for extra quantities. Subsequently this superintendant was removed and I suppose his successor did not know the history of the grading. I have no doubt but that Mr. Swigert has been misinformed as to the exact status of the work and the manner in which it was performed. Surely he would not wish to take advantage of the leniency shown him by the resident engineer. It would have the effect of having engineers give very strict inspection on any future work performed by this company.

I imagine that the contractor lost money on this work but I know that he would have lost more had the engineer insisted that he finish his work properly.

The grading is of a very inferior nature, the borrow pits be-

# OREGON STATE HIGHWAY COMMISSION



ing the most unsightly I have seen on State construction.

The preliminary quantities were 94,400 cubic yards and the corrected quantities 70,858 cubic yards. Estimate has been made on the basis of a neat embankment section with reference to the revised grade. To these quantities have been added a sum equal to ten percent of the total yardage to allow for shrinkage. The actual yardage moved I should say is in excess of the estimated yardage by twenty thousand cubic yards.

Possibly the contractor could prove in a court of justice that this work was accepted by the State since he was allowed to place macadam on the grade as built. I would suggest that in order to avoid a law-suit, the contractor be offered an additional ten per cent, same to be shown as shrinkage.

If this offer is not accepted I would remeasure the entire section and make payment on quantities actually moved but only after the borrow pits were thouroughly drained and left in a neat condition.

On a separate sheet I am showing manner in which the grade was constructed.

Respectfully,

E. B. Bishop.

Division Engineer.

E.B.B./s.
Encl.

December 13,1920.

Pacific Bridge Co.,
Foot East Salmon St..
Portland,Oregon.

13 PR

Dear Sir:

Replying to your letter regarding rental of Holt tractors #8 and #9, kindly be advised we cannot check the figures you show.

Our records show a total rental of $4836.77 was paid for these two tractors. If you wish to pay rental for only the time used, it is perfectly agreeable to me as this will amount to $4961.90. We only charged you half rent for the months of December, January and February. No charge was made for use between November 1 to 8,as I understood Mr, C.C. Kelley granted their use free of charge.

Yours respectfully,

HERBERT HUNT,
State Highway Engineer,

By

CLG/H

PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

December 10th, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. C. H. Grutze.

We are in receipt of your invoices for rental of Holt tractors #8 and #9 in amount of $2770., which has been deducted from our estimates #9 and #17 A, same covering rental of these two tractor from March 1st to Sept.7th, 1920.

Our records show that tractor #8 did not work from Feb.26th to March 10th inclusive a period of fourteen days. Tractor #8 worked from March 10th to May 29th at which time we requested disposition of this tractor, same being to take it to Crane, Oregon for shipment which was done on June 2nd.

Our records show that tractor #9 worked from Feb.15th to August 31st, at which time we requested disposition of this tractor. Received instructions to move this tractor to Crane, Oregon, which was done on November 23rd. This tractor was used from November 1st to November 8th to take down the crown in the road. We are in receipt of a letter from Mr. C. C. Kelley, Assistant Engineer under date of Oct. 25th to the effect that we could use this tractor for that purpose without expense to us.

We would appreciate being allowed for the $170. difference in the rental on these tractors. Should you wish further information regarding this same will be forwarded to you upon request.

Very truly yours,
Pacific Bridge Co
by Geo B Scholl auditor

NOTED
C L GRUTZE

Mr. Kelley:-
Is this so and what account shall it be charged to.
C. H. Grutze.
Return this title.

November 27, 1920

Mr. Orm H. Porter,
Attorney at Law,
717 Board of Trade Building,
Portland, Oregon.

Dear Sir:

In reply to your letter of November 25th regarding money due the Pacific Bridge Company from the State on the Burns-Lawen project, would say that our office records would show that there remained on October 25th, approximately $2000.00 worth of work yet to do on this project.

Our Resident Engineer advised us about November 10th that less than $500.00 worth of work having been done in the interval since October 25th, no estimate could be rendered for that period.

Our understanding is that a large portion of this is for timber bridges for which the contractor has been unable to secure the lumber.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

TELEPHONE MAIN 67

ORA H. PORTER
ATTORNEY AT LAW
717 BOARD OF TRADE BLDG.
PORTLAND, ORE.

November 25, 1920.

Oregon State Highway Commission
333 Capitol Building.
Salem, Ore.

Gentlemen:

Your letter of the 24th inst. in relation to The Pacific Bridge Company's contract on the Burns-Lawen section of the central Oregon Highway received.

On November 9, The Pacific Bridge Company wrote me as follows: " And the only job completed is the one at Burns. Even on this the final estimate has not been made to say nothing of the retained percentage which will amount to $35,000 or $40,000 additional."

I take it from your letter of the 24th inst. that The Pacific Bridge Company has been paid everything except the 15% which is retained until the completion of the contract. I would like very much to know whether or not The Pacific Bridge Company has been paid everything except the 15% which has been retained by the State until the road is accepted.

The Pacific Bridge Company has been putting off payment of bills because they could not get their estimate from the State, and in order that I may know how to deal with them I would like to know whether or not the State owes them anything on this job besides the 15% item.

Yours truly,

Ora H. Porter

OHP:MP

**OREGON STATE HIGHWAY COMMISSION**

Subj: Holt Caterpillar #8

Crane, Oregon, Nov 3-1920

Attention: C. L. Gaylor

Mr. Herbert Nunn,
State Highway Engr.
Salem, Oregon

Dear Sir:- Judge Farra of Harney County tells me that the County does not want Holt Caterpillar #8.

Mr. Conley of Porter & Conley says that they would like to use the Tractor in running crushers this winter. If this tractor can be used by the Contractors on Crane Section, 13 P.B. kindly notify me also give me terms on which they may use it.

Respectfully,

C. L. Pandelo

Res. Engr

RECEIVED
NOV 8 1920
HIGHWAY ENGINEER

October 26, 1920

P. R. 15

Pacific Bridge Company,
Ft. of E. Salmon Street,
Portland, Oregon.

Attention Mr. C. F. Swigert, Pres.

Gentlemen:

Your favor of the 22nd regarding the surfacing on the Burns-Lawen Section of the Central Oregon Highway, upon which you recently finished placing gravel, is received.

I note what you say regarding this matter and quite agree that it would be disastrous to scarify the roadway to any depth at this time. It is my idea to scarify the gravel by cutting down the excessive crown by the use of the blading machine.

I was over this section about ten days ago and at that time it was raining and snowing. I observed that the material loosened up considerably with moisture and can be moved while wet with a blade machine at a very small expense.

The State sprinkling equipment has been removed but the caterpillar tractor is still there and available for this work without expense to you.

It is not the intention to re-shape the road to a theoretical crown as shown on the plans, but to cut down the excessive crown and provide sufficient width to permit machines to pass in safety.

It is suggested that this work be finished as soon as possible in order that the final estimates may be turned in and the engineering expenses incident to the job be eliminated.

Respectfully,

HERBERT NUNN,
State Highway Engineer.

By

COK:LM

Assistant Engineer.

October 25, 1920

Pacific Bridge Company,
Ft. of N. Salmon Street,
Portland, Oregon.

Attention Mr. C. V. Swigert, Pres.

Gentlemen:

I have your letter of October 22nd regarding the excessive crown in the graveling job just completed at Burns.

I was over this work a couple of weeks ago and noted that the crown is excessive on most of the work and that the sides of the roadway are soft and in passing it is very hard for two vehicles to pass without a chance of one of them running off into the loose dirt. The crown will have to come down to our standard. We note what you say regarding the difficulty of packing the materials but it thought that with the natural moisture that the road will get and the traffic this winter, that it will pack up in good shape.

During my visit to this work it was raining and snowing and the materials under moisture loosened up in such a manner that the excessive crown could be taken out by blading and with very little expense.

It is suggested that this work be finished up as soon as possible in order that the final estimates may be turned in and the engineering expense incidental to the job eliminated.

Yours truly,

Assistant Engineer.

CCE:GH

cc. Mr. E. B. Bishop, Division Engineer, Klamath Falls, Oregon.
cc. Mr. C. E. Randles, Resident Engineer, Burns, Oregon.

THE PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

October 22, 1920.

Mr. C. C. Kelly, Assistant Engineer,
Oregon State Highway Commission,
Salem, Oregon.

My dear Sir:

We are informed by Mr. Randells, resident engineer on the Burns-Lawen grading and gravelling contract, that, on your recent trip over the road, you and Mr. Bishop agreed with him that the crown of the road should be scarified and reduced to the .5 shown on typical sections of the road.

Our objection to doing this is not at all because of the expense or labor involved, or any question of our obligation in the matter, which is quite clear, but that to break up the surface and spread the gravel would very greatly damage the road.

We found it extremely difficult to pack this road and get sufficient depth in the center to hold up the trucks, even with constant dragging and sprinkling, and this work has cost us and the State many thousands of dollars, which, while it has served our purpose will be lost to the State if the road is now scarified and the loose gravel spread over the entire width. We fought all summer to get the road packed and it will take months of travel to restore it if, indeed, it ever is in as good condition as it is now.

True, there are some objections to the high crown of the road but it is a well known fact that in country districts all travel habitually keeps to the center of the road as much as possible, and we believe this objection is rather more theoretical than real in this instance and that to have the gravel heavy under the main travel and thoroughly packed is much more important. Nevertheless we fully admit our obligation to do this work if you require it, but if your mind is not already thoroughly made up we wish before making final decision you would get the views of Mr. R. H. Baldock, former division engineer, who knew the condition of the gravel before watering and packing.

Awaiting a reply at your early convenience, we are

Yours very truly,

PACIFIC BRIDGE COMPANY

By C. F. Swigert
President.

CFS/CM

**BURNS-LAWEN**

Oct. 10, 1920
EST. #16.

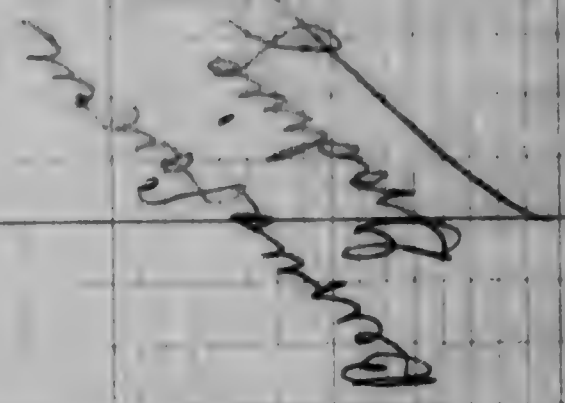
| MILE | ESTIMATED QUANTITIES | ALLOWED QUANTITIES | SHORT | LONG |
|---|---|---|---|---|
| 1 | 3,140.0 | 3,382.0 | | 242 |
| 2 | 5,130.0 | 4,631.0 | 499 | |
| 3 | 7,410.0 | 8,533.0 | | 1,123 |
| 4 | 7[redacted] | 4,290.0 | 2,860 | |
| 5 | 7,440.0 | 5,782.0 | 1,658 | |
| 6 | 6,360.0 | 3,652.0 | 2,708 | |
| 7 | 6,120.0 | 4,025.0 | 2,095 | |
| 8 | 4,140.0 | 3,763.0 | 377 | |
| 9 | 4,800.0 | 2,923.0 | 1,877 | |
| 10 | 6,650.0 | 3,564.0 | 3,086 | |
| 11 | 6,400.0 | 4,806.[redacted] | 1,594 | |
| 12 | 4,650.0 | 2,653.0 | 1,997 | |
| 13 | 7,020.0 | 3,877.0 | 3,143 | |
| 14 | 5,320.0 | 3,294.0 | 2,026 | |
| 15 | 4,290.0 | 3,344.0 | 946 | |
| 16 | 4,970.0 | 2,752.0 | 2,218 | |
| 17 | 3,410.0 | 4,505.0 | | 1,095 |
| | 94,400 | 69,776 | 27,076 | 2,452 |

[redacted]

11 | 70858 allows 107.24
6442
64.416

| | | | |
|---|---|---|---|
| March | 8 | 48 Cu Yds | |
| | 9 | 104 " " | |
| | 10 | 26 " " | Delayed account of trucks getting stuck Sta 18 |
| | 11 | 104 " " | " " " water for clam shell |
| | 12 | 108 " " | " " " water " clam shell |
| | 13 | —— | " " " light rain fall |
| | 14 | Sunday | Snowed and very high wind |
| | 15 | —— | " " " repairing shovel |
| | 16 | —— | " " " bad weather for trucks |
| | 17 | —— | " " " Allen's reason too wet. |
| | 18 | 137 Cu Yds | Began hauling 3.5 C Yds per load - loading at |
| | 19 | 150 " " | Loading from pile of gravel & hauling 3. |
| | 20 | 123 " " | Asked Allen about extra cable. Said |
| | 21 | Sunday | Rained |
| | 22 | —— | Delay - " account of rain fall day before |
| | 23 | 210 Cu Yds | " " " broken cable 3 hours |
| | 24 | 186 " " | " " broken cable 2 hours |
| | 25 | —— | " Allen's excuse too wet. Real |
| | 26 | —— | " windy weather but waiting |
| | 27 | ~~215~~ " | " " but waiting |
| | 28 | Sunday | |
| | 29 | 263 Cu Yds | in 8 hours |
| | 30 | 185 " " | " 8 " |
| | 31 | —— | Delay - account of pipe line froze up on |
| April | 1 | —— | " Allen's excuse too wet - Previously |
| | 2 | —— | Very bad day - " " " windy - Set grade |
| | 3 | 168 Cu Yds | 8 hours weather just about same as |
| | 4 | Sunday | |
| | 5 | 161 Cu Yds | 8 hours Allen promised to start 10 hours |
| | 6 | 213 " " | 8 hours considerable trouble with s |
| | 7 | 158 " " | Delay - account of lack of water 3 hours |
| | 8 | 138 " " | By far worst weather, highest wind - trucks |
| | 9 | —— | Delay account broken cable - rain |
| | 10 | —— | Allen left Burns. Fixing runway which |
| | 11 | Sunday | |
| | 12 | 60 Cu Yds | Delay account trucks stuck in poor roadway |
| | 13 | 67 " " | 4 trucks out A. M. 8 trucks out P. M. |
| | 14 | —— | Delay actually caused by rain + snow all |
| | 15 | —— | " " " " " " |
| | 16 | —— | " " " " |

180. Laid off P.M. to fill in and plank.
Well not completed
well not completed yet.



e but weather was P.T. for me to run levels all day on Wright's Point
t. Looked good + dry. Shovel filled one or two gravel during day.
t from that filled by shovel day previous.
3.3 C yds per load.
d he had none but would order one at once.

for Actual delay: weather conditions
ours trucks hauled until 6 P.M.
hours.
reason appeared to be no cable ready for work
g on cable.
g for cable

over night, + no water for boiler - no one held responsible by Allen.
sly promised to put on double shift.
ade stakes all day - Told Allen he was not pushing grading
as day previous

ew shift - new engineer on shovel + considerable trouble
shovel

ss
e out early for 10 hr. shift 3½ hr delay broken cable 2nd break at night.
ained a little in night so excuse given was too wet.
was not practical - offered suggestions not used.

away - then tried my suggestion Cable broken beyond repair - quit 2 P.M.
fine day storm came in P.M.

| | | |
|---|---|---|
| day | Average 137 Cu Yds in 19 days Working days | 35 |
| | Delays that could be attributed to weather | 7 |
| | Delays by management + equipment | 9 |

October 7, 1920.

P. R. 15.

Mr. H. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

There seems to be some misunderstanding regarding the surfacing of the state highway from Burns to the intersection of the present contract for grading and graveling.

I note that the profile submitted to this office by Mr. Randels shows a considerable raise in grade over the present roadway. It is not the intention of the Highway Commission at this time to use any more material on this work than is necessary to keep it in a proper state of maintenance and you will please instruct Mr. Randels that only enough gravel shall be added to the present roadbed to keep it in a good passable condition.

Respectfully yours,

State Highway Engineer.

HH:HI

cc C. E. Randels

| CLASS OF SERVICE DESIRED | |
|---|---|
| Telegram | |
| Day Letter | |
| Night Message | |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1217

| Receiver's No. |
|---|
| Check |
| Time Filed |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem Oregon October 4 1920

C E RANDELS
BOX 245
BURNS OREGON

SUGGEST BEST METHOD COUNTY DO WORK ACTUAL COST STATE WILL PAY ONE HALF
HANDLE AS MAINTENANCE JOB

HERBERT NUNN

CJR

Engineer
Carried out
R W K

Send us a Supply of Blanks

our understanding that the steam shovel and the trucks used by the contractor are still on the job and could be used for this purpose.

Very truly yours,

Secretary.

BAK:CJR

October 4, 1920.

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Ore.

Dear Sir:

At the last meeting of the State Highway Commission, Judge Farre of Harney County requested that the department gravel the small section beginning at the city limits of Burns and extending east one and one-half miles to the beginning of the Burns-Lawen project. This section had previously been graveled and needed some more material placed upon it and it was thought advisable by the Commission to handle this as a maintenance proposition and they were agreeable to paying for one half of the cost of it, the other half to be paid for by Harney County.

I advised Judge Farre by wire of the decision of the Commission and I received the following reply from Daniels: "Judge Farre received wire from Commission favorable granting graveling to Burns from station seventy five and anxious commence immediately while weather good and trucks available instruct me how to handle job county agreeable take contract or force account need location profile last two miles Sumter Burns." to which I replied: Suggest best method County do work at actual cost. State will pay one half. Handle as maintenance job."

The above is given to you for your information. It is our understanding that the steam shovel and the trucks used by the contractor are still on the job and could be used for this purpose.

Very truly yours,

Secretary.

RAK:CJR

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Sept. 25, 1920.

SEP 27 1920

In re: Graveling near Burns.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon. Attention Mr. Klein.

Dear Sir:

I am advised by Judge Wm. Farre, County Judge of Harney County, that he has addressed a communication to the Highway Commission requesting gravel surfacing from the City of Burns to the beginning of the Burns-Lawen project now under construction, a distance of approximately two miles. They have at present a grade built about 24' in width, of sufficient height, and fairly uniform grade, covered by run of bank gravel, ranging in depth of from two to six inches . I would propose topping this with a fine gravel from the pit four miles from Burns, approximately 8" in depth and 16' in width.

Inasmuch as we have a very low bid on this gravel from the Pacific Bridge Co., and they have a plant in operation, I would recommend the extension of this work on their contract. I would estimate that it would require about one month's additional time, making date of final completion of their contract November 1, 1920.

I inclose herewith estimate of cost for grading and graveling this section, and also an estimate for bridges. There are a number of small equalizing channels caring for the overflow of Silvies River, at present spanned by frame trestles. The crossing of Silvies River is cared for at present by a 70' timber span which now in poor condition. I propose replacing this structure with three 23' pile trestle spans. With the exception of the crossing of Silvies River it would be possible to get along with the other small trestles as they stand, with the addition of a few extra stringers here and there, and guard rails. This plan was followed on the Burns-Lawen project. However, the majority of these structures are

...RTLAND, CHAIRMAN
...N, EUGENE
...DDLE, ISLAND CITY
} COMMISSIONERS

...A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

H.Nunn-2-Graveling near Burns.

only 16 feet in width and are dangerous to traffic, and if the work could be financed, I would recommend replacing with standard structures.

In computing this estimate of cost I have used bid prices of the Pacific Bridge Company on the Burns-Lawen project, which contract, as I stated before, I would suggest be extended.

I am sending under separate cover profile of this section.

Would suggest that this matter be taken up with Mr. E. B. Bishop, Division Engineer at Klamath Falls, who will have charge of this work.

Very respectfully,

R.H. Baldock

RHB/V

Division Engineer.

Incl.

Recommend:- Surfacing 6" x 16 ft. if Pacific Bridge Co's contract can be extended as per their unit prices. Bridges should be held in abeyance pending investigation by Bridge Dept.

C.K.

ENGINEER'S ESTIMATE OF COST-EXTENSION OF BURNS-LAWEN - CONTRACT. GRADING AND GRAVELING 2.1 MILES.

| | | | | |
|---|---|---|---|---|
| 4,600 | cu yds | Gravel ---------- | @ 1.80 | 8,280.00 |
| 12,000 | " " | Payhaul---------- | .55 | 6,600.00 |
| 1,200 | " " | Common Excavation-------- | .50 | 600.00 |
| 80 | lin ft | 24" corrugated iron pipe- | 4.00 | 320.00 |
| 7 | cu yds | Class "C" Concrete------- | 30.00 | 210.00 |
| | | | | 16,010.00 |
| | | 10% Engineering and Contingencies------- | | 1,601.00 |
| | | | | $17,611.00 |

BRIDGES.

FRAMED TRESTLE SPANS. CLASS B LOADING.

| | | | | | |
|---|---|---|---|---|---|
| T | 10 | 19' spans | 80 M F B---------- | @$60.00 | 4,800.00 |
| | 2 | 17' " | | | |
| | 3 | 23' " | | | |
| | 80 | cu yds | Class "B" Concrete ---------- | 35.00 | 2,800.00 |
| K | 200 | " " | Wet Excavation ---------- | 6.00 | 1,200.00 |
| K | 320 | lin ft | Piling ---------- | 1.50 | 480.00 |
| | | | | | 9,280.00 |
| | | | 10% Engineering and Contingencies------ | | 928.00 |
| | | | | | $10,208.00 |

T Pile Trestles across Silvies River.
K Engineer's Estimate. No bid prices submitted for those items on Burns-Lawen Contract.

Baker, September 20, 1920.

In re: 23 VB- Waterway at Sts. 242 and 249.

Mr. R. H. Baldock,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Referring to attached letter from Mr. Davis regarding type of structures to be used at Stations 242 and 249 on the Burrelle-Vale section of the Central Oregon Highway.

These crossings will be over irrigation ditches of the Warm Springs Irrigation Company, and from my recollection, which is confirmed by letter from Mr. McCullough, I believe the originnl intention was to put in two 19' spans at each of these crossings. This will make a frame or pile bent come in the center of the waterway. From the attached letter it would appear that it is possible that the Irrigation Company will object to this type of structure, and will require clear span over ditches. If so it will take at least a 34' span, or perhaps shorter span with ends bulkheaded.

Very respectfully,

RAT/v

Division Engineer.

Incl.

Asst. engineer

# OREGON STATE HIGHWAY COMMISSION

Burns, Oregon

August 31, 1920

Subject: Engineering Costs

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

In reply to your circular letter 13 will report that the engineering costs on Burns-Lawen Section of the Central Oregon Highway, Job 13PA is already 8% which is caused by delay of Contractors to finish last year.

Had this work been completed on December 31-1919, the engineering costs would have been but 2%.

There have been 3 Superintendents here for the Pacific Bridge Co., and not one has been fit for the job and at present there is a daily loss of time due to inexperience and negligence of the Contractor. No concrete nor lumberis yet in placeand the grading which could have been accomplished last fall is as yet unfinished. There have been a number of times when the graveling has been delayed because of no grade finished and I have gone out and finished grade so that work might go on with less delay.

Gravel is being hauled 16 hours which neccesitates two gravel checkers altho the Contractor should handle as much gravel in one shift.

Have had but one experienced man on this job and he was here 6 weeks so have kept the pay roll at a minimum. Have now two Chainmen and at no time would tolerate an incompetent person on the Job.

Very respectfully
C. E. Randels
Res. Engineer

| CLASS OF SERVICE DESIRED | |
|---|---|
| Telegram | |
| Day Letter | |
| Night Message | |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1017

| Receiver's No. |
|---|
| Check |
| Time Filed |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

CONFIRMATION

Ausut August 6, 1930

Hon. Farrs,
County Jud e Harney County,
Burns, Ore on.

C. S. Mandels reports Well Hill Harmat Road completed and well done. Contract is between County Court and contractor. Acceptance of work is in hands of County Court. Advise acceptance if work is satisfactory [redacted] to you.

CHAS. H. WHITMORE.

COPY
Mr. R. H. Baldock, Baker, Oregon.

RHE/V

Division Engineer.

1 Incl.

cc Judge Farrs

cc C. S. Mandels

Baker, Oregon,
August 6, 1929.

In re: Hall Hill-Crane Market Road.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon. Attention Mr. Whitmore.

Dear Sir:

Mr. C. E. Mandels, Resident Engineer at Burns, Oregon, advises me that, at the County Court's request, he inspected the Hall Hill-Crane Market road in Harney County, which job has been completed by the contractor. Mr. Mandels states that the job is completed in very good condition and would recommend acceptance of the work. In view of the fact that it will be impossible for me to make trip to Burns for at least ten days I would advise acceptance of Mr. Mandels' recommendation.

Very respectfully,

MHE/V Division Engineer.

1 Incl.

cc Judge Farre

cc C. E. Mandels

STATEMENT OF TIME WORKED BY THOS. E. BROWNING, TRUCK DRIVER, AS SHOWN BY STATE PAYROLLS.

| JUNE-1920-Voucher 4712. | | JULY-1920-Voucher 6203. | August-1920-Voucher 6220 |
|---|---|---|---|
| 18th - 16 hours | | 1-31 inclusive - | 1,2,3,4,5,6,7,8,4h-9. |
| 19 - 16 " | | (Double Shift) | |
| 20 - 14 " | Sunday | | 8½ days @ 200.00 Month- |
| 21 - 16 " | | Full Month @ 342.50 | $ 54.84 |
| 22 - 16 " | | | |
| 23 - 16 " | | | |
| 24 - 16 " | | | |
| 25 - 16 " | | | |
| 26 - 16 " | | | |
| 27 - 15 " | Sunday | | |
| 28 - 16 " | | | |
| 29 - 16 " | | | |
| 30 - 16 " | | | |
| 205 " @ .75 | | | |

On C. E. Randels Payroll.

STATEMENT OF TIME WORKED BY RAY MAGEE, TRUCK DRIVER, AS SHOWN BY PAYROLLS OF C.E.RANDELS.

| JULY-1920-Voucher 6203. | AUGUST-1920-Voucher 6220. | SEPTEMBER-1920-Voucher 7019. |
|---|---|---|
| 21,22,23,24,25,26,27, | 1-31- inclusive - | 1-30 inclusive. |
| 28,29,30,31. | | |
| (Double Shift) | Full Month @ 200.00 | Full Month @$200.00 |
| 11 days @ 266.35 - | | |
| $ 94.51 | | |

On C. E. Randels Payroll,

(4-4-1921 -CFS)

# OREGON STATE HIGHWAY COMMISSION

Burns, Oregon, July 31, 1920

Subject: Well Hill Market Road

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

The contractor on the Well Hill Market Road completed his work and was anxious to get to his hay crop. Yesterday Judge Farre asked me to go to Crane and look over the work and I answered that I had no authority to accept it. I tried to get you over the phone but the line was down near Canyon City and the Judge insisted that I go so that any poor work might be remedied before Mr. Larson left his camp.

In the morning Judge Farre, Mr. McKinnon of the County Court, Dodge the County Surveyor and Road Master McGee went to Crane and in the afternoon I met them there and together with Larson, we made an inspection of the job. The work has been well done and is satisfactory in my estimation and I told Judge Farre that I would report my opinion of the contract and that you would take the matter up in the proper manner.

Judge Farre is today mailing a letter to Mr. Whitmore which he had me read; ~~which~~ in it he states that there was not time to wait for his inspection before the Contractor must leave it for harvest but he did not make any mention of my opinion of the work, just stated that he asked me to look it over with them.

Hoping that this Market Road looks as good to you when you come over again, I remain

Very respectfully,

Copy to
W. H. Whitmore

Lot E. Randels
Resident Engineer

12561—1M—5-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

Lab. No. 1010

Field No. 1525

Sampled by C. L. Randels

Date reported July 27, 1920

JOB——Burns-Lawen

County Harney

Place of collection Sta. 180

To be used Class B & C

Quantity represented 90 Yds.

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 17.5 | 37.4 | 58.1 | 75.3 | 93.2 | 96.8 | |

### Tensile Strength

1 cement : 3 sand

| This sand using 11.5 % water | | Standard sand using 10.0 % water | |
|---|---|---|---|
| 7 Days | 28 Days | 7 Days | 28 Days |
| 360 | 370 | 335 | 400 |
| 325 | 420 | 355 | 410 |
| 380 | 455 | 300 | 370 |
| 352 | 415 Average | 295 | 393 |

119 per cent of standard sand, 7 days.

106 per cent of standard sand, 28 days.

Remarks: Passes 28 day requirement.

cc Office
C. L. Randels
W. H. Baldock
Office of Public Roads 2

Testing Engineer.

Copy for State Highway Department

J-1

July 26, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Oregon Federal Aid Project No. 11.

Dear Sir:

The revised plan sheets Nos. 1, 18, and 19, transmitted with Acting District Engineer J. A. Elliott's letter of July 12, have been reviewed and are found satisfactory for approval.

We are substituting one copy in our files as a minor alteration, and the other will be forwarded to you under separate cover.

Very truly yours,

Chief Engineer.

lgb-mlw

To be made in ...
White to Salem office.
Blue to County Court.

Form 11.

# OREGON STATE HIGHWAY COMMISSION

## MARKET ROADS

### Engineer's Estimate of Cost

Well Hill Market Road

COUNTY Harney DATE July 3, 1920

ROAD Well Hill - Crane Market Road

SECTION

LENGTH 12 36/100 Mi. WIDTH OF ROADBED 16 ft. WIDTH OF SURFACING None

Survey by C.E. Randels Estimate by C.E. Randels

| Quantity | Unit | ITEM | Unit Price | Amount |
|---|---|---|---|---|
| | All | Clearing and Grubbing | 50.00 | 50.00 |
| 1645 | Cu. Yds. | Common Excavation (all other than solid rock) | .45 | 740.25 |
| None | Cu. Yds. | Solid Rock Excavation | | |
| 230 | Cu. Yds. | Overhaul | .05 | 11.50 |
| 490 | Lin. Ft. | 12-inch Culvert Pipe | 2.50 | 1225.00 |
| 68 | Lin. Ft. | 18-inch Culvert Pipe | 3.50 | 238.00 |
| | Lin. Ft. | 24-inch Culvert Pipe | | |
| | Lin. Ft. | 36-inch Culvert Pipe | | |
| | Lin. Ft. | 6-inch Porous Drain Tile | | |
| | B. M. | Lumber and Timber | | |
| | Cu. Yds. | Gravel (surfacing) | | |
| | Cu. Yds. | Crushed Rock (surfacing) | | |
| | Cu. Yds. | Concrete | | |
| | Lbs. | Reinforcing Steel | | |
| | | Right-of-way | | |
| | | Fence (right-of-way or guard) | | |
| 11 77/100 | Ferlle | Miscellaneous items Grader Work change to 50¢ per mile | ~~5~~ 3.00.00 | 10593.00 |
| | | | | |
| | | | | |
| | | | | |
| | | Estimated Cost | | 12857.75 |
| | | 10 per cent Engineering | | 1285.77 |
| | | Total Cost | | 14,143.52 |

To be made in triplicate.
White to Salem office.
Blue to County Court.

Approved R.H. Baldock

Date 7-12-20

# OREGON STATE HIGHWAY COMMISSION

Burns, Oregon, July 1, 1920

Subject: Truck Driver on State Nash Quad #279

Mr. R. H. Baldock, Division Engineer

Oregon State Highway Department

Baker, Oregon

Dear Sir:

In explanation of the hours worked in June by Thomas E. Browning, as driver of the State Nash Quad Truck with water tank attachment, will say that water was badly needed, only one tank here and but this one man who I could get and depend on to use judgement with the water as well as being an excellent truck driver.

Hoping that this is satisfactory, I am

Very respectfully,

C E Randels

Resident Engineer

12581—1M—5-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

Lab. No. 151

Field No. 1585

Sampled by C. A. Daniels

Date reported

Job—Burns-Lawen

County Harney

Place of collection Sta. 188

To be used Class A C

Quantity represented 90 yds.

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 17.6 | 37.4 | 58.1 | 75.3 | 93.2 | 98.8 | |

### Tensile Strength

1 cement : 3 sand

| This sand using 11.6% water | | Standard sand using 10.0% water | |
|---|---|---|---|
| 7 Days | 28 Days | 7 Days | 28 Days |
| ~~350~~ | | ~~326~~ | |
| ~~326~~ | | ~~246~~ | |
| ~~280~~ | | ~~300~~ | |
| 301 | | Average 295 | |

111 per cent of standard sand, 7 days.

per cent of standard sand, 28 days.

Remarks: This sand passes 7 day requirements.

Office
C. E. Stanley, Public Roads 2

J. A. Baldock

Testing Engineer.

Form 33

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Baker-Malheur County Line Date June 26, 1920, 19....

Week from June 20 to June 27

Highway The Old Oregon Trail Job Prefixes 1 VE

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Baker

Survey will be completed about ..... Number in party 9

Camp location Huntington

Mail address Huntington

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

June 21: On reconnaissance; balance of party making stakes, repairing car and arranging office.

June 22: Levels from U.S.G.S. B.M. in Huntington to Station 3 on P'. P' line 0+00 to 73 53.8 .

June 23: P' line 73 53.8 to 115 22.8 . P" line 0 00 to 29 14.7. Levels P' 3 00 to 115 22.8 .

June 24: P" line 29 14.7 to 72 89.2; Head chainman sick doctor orders Not to work. Levels P" o oo to 69.

June 25: P" 72 89.2 to 140. Levels 69 to 140.

June 26: Party waiting for stakes shipped from Baker to be Unloaded. Make stakes and run P" 140 to 172 02. Topog cross-sections 167 50 to 161 50.

Signed J. N. Wilson

Title Locating Engineer.

Burns, Oregon, June 22, 1920

Subject: Market Roads in Harney County

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

Am mailing you under seperate cover Bishops Profile of the Wright's Point Market Road and a slip that Dodge gave me about some cuts and fills. I have been unable to get the line change that this man Dodge says he made for the County Court. He simply twtsted in and out every 50 feet to find a 0.0 cut and fill on a six per cent grade for his center line. He did not run in any curves, balance his cuts and fills, or even run levels over the change that he made on top of the point.

Have just learned that there were twp bids on the Wrights Point Road, both rejected as the lowest was $14,000.00.

I am having a tracing made of the Well Hill Market Road Profile which will be ready to mail in a day or two. You will see that I have classified this work as grader work at 1500 cubis yards per mile except the small piece from Station 375 + 00 to 400 +00 which is classified on a yardage basis.

Very respectfully,

C. E. Randles

Resident Engineer

WRIGHTS POINT MARKET ROAD

Quantities on P4 Line Sta. 0+00 to 21+63.5

Replacing L Line Sta. 98+00 to 120+00.

| Sta. | Cut Sq.' | Fill Sq.' |
|---|---|---|
| 0+00 | | |
| | 1125 | |
| 0+50 | | |
| | 2500 | |
| 1+00 | | |
| | 1775 | 100 |
| 1+50 | | |
| | 800 | 450 |
| 2+00 | | |
| | 700 | 700 |
| 2+50 | | |
| | 700 | 1000 |
| 3+00 | | |
| | 450 | 3150 |
| 3+50 | | |
| | | 6275 |
| 4+00 | | |
| | 75 | 4650 |
| 4+50 | | |
| | 625 | 1750 |
| 5+00 | | |
| | 1100 | 1350 |
| 5+50 | | |
| | 950 | 925 |
| 6+00 | | |
| | 750 | 900 |
| 6+50 | | |
| | 750 | 1050 |
| 7+00 | | |
| | 675 | 1325 |
| 7+50 | | |
| | 800 | 1425 |
| 8+00 | | |
| | 1025 | 1375 |
| 8+50 | | |
| | 1150 | 1175 |
| 9+00 | | |
| | 1000 | 1000 |
| 9+50 | | |
| | 875 | 975 |
| 10+00 | | |
| | 950 | 1050 |
| 10+50 | | |
| | 825 | 975 |
| 11+00 | | |
| | 950 | 1275 |
| 11+50 | | |
| | 1125 | 1350 |
| 12+00 | | |

| Sta. | Cut Sq.' | Fill Sq.' |
|---|---|---|
| 12+00 | | |
| | 1125 | 1275 |
| 12+50 | | |
| | 1100 | 1600 |
| 13+00 | | |
| | 975 | 1750 |
| 13+50 | | |
| | 1150 | 1875 |
| 14+00 | | |
| | 1075 | 2175 |
| 14+50 | | |
| | 950 | 1400 |
| 15+00 | | |
| | 950 | 1275 |
| 15+50 | | |
| | 1000 | 1100 |
| 16+00 | | |
| | 850 | 1200 |
| 16+50 | | |
| | 775 | 1175 |
| 17+00 | | |
| | 875 | 1000 |
| 17+50 | | |
| | 750 | 900 |
| 18+00 | | |
| | 725 | 850 |
| 18+50 | | |
| | 925 | 1000 |
| 19+00 | | |
| | 875 | 1050 |
| 19+50 | | |
| | 850 | 1000 |
| 20+00 | | |
| | 950 | 1050 |
| 20+50 | | |
| | 975 | 1075 |
| 21+00 | | |
| 21+63.5 | 1370 | 1330 |
| | 39970 | 58305 |
| | 1480 | 2160 Cu. Yds. |

Note: On top of the plateau 1566 Ft. on P4 Line replaces 607 Ft. on L Line same class of work on each.

Respectfully submitted,

W. V. Dodge

County Surveyor

Form 38

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Burns-Suntex Date June 21, 1920, 19

Week from June 13 to June 20

Highway Central Oregon Job Prefixes 13VB
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Harney

Survey will be completed about Number in party 9

Camp location Burns

Mail address

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

June 14: Located line 1801 to 1884; levels 1778 to 1884; cross-sections 1884 back to 1870. Referenced out points on reverse curve.

June 15: Took Burns property ties and street intersections; check levels from U.S.B.M. at Court House to Sta. 1884; cross-sections 1870 back to 1799; cross-sections 1417 to1470.

June 16: Cross-sections 1470 to 1707.

June 17: Made 6928' revision; levels and cross-sections over same; took sections ties.

June 18: Cross-sections 1700 to 1800; fence corner ties and bridge notes; packed equipment and moved to Crane.

June 19: Arrived Huntington 8:00 P.M.

Signed J. N. Bishop

Title Locating Engineer

C. F SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

## GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

June 12, 1920.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
Baker, Oregon.

My dear Sir:

Advices from Burns are to the effect that we are finding great difficulty in getting the gravel to pack sufficiently to haul over, and are now trying second course in the worst places.

Where the Baker pit sub-course was laid there is no trouble, but on the new, soft grade it seems to be almost impossible to make a passable road.

If you are going over in the near future I should like to arrange to be there when you are and go into this matter, as it is getting serious and might require some different treatment.

We were very anxious to continue at the Baker pit long enough to put on the first course at least, and I still think this should have been permitted. As the matter stands we are out a lot of money and still have no road to haul over.

Very truly yours,

C. F. Swigert

President.

CFS/CM

Form 39

# OREGON STATE HIGHWAY DEPARTMENT
# FIELD ENGINEER'S WEEKLY REPORT

Section BURNS-SUNTEX Date June 12, 1920, 19

Week from June 6 to June 13

Highway Central Oregon Job Prefixes 13VB

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Harney

Survey will be completed about June 20 Number in party 9

Camp location Burns

Mail address Burns

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

June 7: Located line 1360 to 1422. Levels 1360 to 1420.
June 8: Transitman sick. Cross-sectioned 1174 to 1417.
June 9: Located line 1422 to 1490. Levels 1420 to 1488.
June 10: Located line 1490 to 1588. Levels 1488 to 1580.
June 11: Located line 1588 to 1741. Levels 1580 to 1710.
June 12: Located line 1741 to 1801. Levels 1710 to 1778.

Signed J. N. Bishop

Title Locating Engineer.

"safe" estimate, which is in reality, an under-estimate of the work performed.

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

June 9, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

My dear Sir:

We enclose copy of a letter from our bankers which is self explanatory and which raises a serious situation with us, and, so far as we know, is, or will be, shared by many other contractors for State Highway work, since it is necessary to pay all labor either weekly or semi-monthly, and much of the material must also be bought on a strictly cash basis.

The only relief in sight is more frequent and more liberal estimates by your department, and more prompt payment after the estimates have been made. As an example of the latter; estimates on our Burns-Lawen contract and our Oswego Bridge job were made on the 10th of May by the engineers in charge, and check in payment was not received by us until the 8th of June, practically a full month after the estimate was made, and about six weeks after the labor on the large part of the work covered had been performed and paid.

We are well aware that only a small part of this delay was due to your department, but it is through you that we must look for a betterment of conditions all along the line; or at least for suggestions as to what we can do to expedite matters in other departments.

You will note the suggestion of the Bank that more frequent estimates may be possible, and if these could be made bi-monthly instead of monthly it would very greatly relieve the financial strain.

We would also respectfully call your attention to the fact that a surety bond in the full amount of the contract is furnished in all cases, which is a very considerable item of overhead expense. It is given to guarantee the payment of all bills and the faithful performance of the contract, and in addition to this, 15% is withheld from the contract until final completion of the work. With these guarantees it would seem to us that the State is amply protected in any contingency, and that it is not necessary for the resident engineer to make a so-called "safe" estimate, which is in reality, an under-estimate of the work performed.

№1553.

# THE FIRST NATIONAL BANK

OF PORTLAND

A.L. MILLS, PRESIDENT
C.F. ADAMS, VICE PRESIDENT E.R. CORBETT, VICE PRESIDENT
E.A. WYLD, VICE PRESIDENT - W.L. THOMPSON, VICE PRESIDENT C.C. COLT, VICE PRESIDENT
A.O. JONES, VICE PRESIDENT - H.B. DICKSON, CASHIER
B.F. STEVENS - J.W. BICKFORD J.H. MOHR - L.E. WILLIAMS
T.W. PETRIE L.H. LOOK T.T. ASHTON
ASSISTANT CASHIERS

**PORTLAND, OREGON**

OFFICE OF THE VICE PRESIDENT

June 7, 1920.

Pacific Bridge Co.,
Portland, Ore.

Gentlemen:

The Federal Reserve Board has instructed the member banks of the Federal Reserve System to confine their loans to the essentials.

In conformity with the above, we are obliged to construe the financing of contractors, except on contracts for the most moderate housing facilities, as non-essential.

We are therefore compelled to call your attention to the necessity of immediately reducing the line of credit now extended you in carrying on contracts for road work.

Your indebtedness at the present time is $100,000.

In order that you may reduce this amount promptly, we would suggest that you appeal to the State Highway Department for more frequent estimates and more liberal treatment in the estimates given you.

We ask that no new contract, to be financed by us, be entered into by you until financial conditions justify.

We trust that you fully realize that conditions beyond our control oblige us to conform to the requirements of the Federal Reserve Board.

As soon as possible, please inform us of the steps you are taking toward reducing the above lines.

Very truly yours,

Vice President.

WLT-MP

S. H. D. FORM 38 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

June 5, 1920., 19

County of Harney — Week from May 31 to June 5

Highway Central Oregon — Number in party 9

Section Burns-Suntex — Survey will be completed

Camp location Burns

Mail address Burns

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

May 31: Transit party tied in section corners. Level party cross-sectioned 952 to 1042.

June 1: Ran located line 1042 to 1128. Levels over same.

June 2: Located line 1128 to 1255. Levels 1128 to 1255.

June 3: Took section ties.

June 4: Took section ties and ran located line 1255 to 1261. Cross-sectioned 1042 to 1146.

June 5: Ran located line 1261 to 1360. Levels 1255 to 1360.

Signed J. N. Bishop

Title Locating Engineer.

Form 104—2M—4-20.

# Oregon State Highway Commission

## REPORT OF CEMENT TEST

Lab. No. 282

Date reported May 27, 1920

Brand Not given

Sampled by C. H. Baldock

Place of collection Harney Forest

Field No. 1581

Quantity represented 77 bbls. Bbls.

To be used Class B & C Concrete

### Fineness

% residue on 100 sieve 2.6

% residue on 200 sieve 16.1

### Time of Set

Initial 4 Hrs. 15 Min.

Final 6 Hrs. 50 Min.

Accelerated Test: 5 hrs. steam 212° F. Ok.

### Tensile Strength

1 cement : 3 standard sand

using 10.5 % water

| | 7 Days | 28 Days |
|---|---|---|
| | 295 | 425 |
| | 265 | 385 |
| | 270 | 440 |
| Average | 275 | 417 |

Remarks: Passed 7 and 28 day requirements.

Kenneth S. Hall

Testing Engineer.

cc Division
C. Y. Kinyon
C. D. Hoffman
C. H. Baldock

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

THE PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

June 4, 1920.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
Baker, Oregon.

My dear Mr. Baldock:

I have just returned from Burns and while we are not yet up to the output we hope to be soon, the shortage ~~being~~ almost entirely due to trucks, and particularly to breakdowns and bad conditions of those on the job.

All but two of the trucks were running Thursday morning when I left there and one of these was only laid up for minor repairs to the hoist. Three new Mack trucks were also on the job and Lister's two trucks wired that they would leave Haines as soon as road conditions would permit.

I expect to send over two more trucks as soon as we reach the 9 mile haul, which as the matter now stands, will be about the average for the rest of the job; and if the present trucks can be kept in condition, and I believe they can as they are now hauling three yards instead of three and a half, I think this will be enough trucks to keep the shovel busy.

We also have a considerable amount of new material for the shovel and bucket ready to install at the first opportunity, and this, I am confident, will correct all known defects. As a matter of fact, we have had very little trouble with the shovel for the past three weeks, principal things being several hours delay on account of broken valve stem.

We moved back on Wednesday and started our second cut on Thursday morning. About half this cut is stripped and the contractor for the remainder is on the job and gives every indication of his ability to complete it.

On the whole I believe this contract will now move in a manner satisfactory to you and to ourselves, so far as speed is concerned.

Very truly yours,

C. F. Swigert

President

CFS/CM

Burns, Oregon, June 2, 1920

Burns-Lawen Grading

Mr. R. H. Baldock, Division Engineer

Oregon State Highway Department

Baker, Oregon

Dear Sir : No gravel spread on June 2 as P. B. Co. was moving their shovel and repairing samebut all will be in shape to start again inmorning.

Very respectfully,

C. E. Pandola.

Resident Engineer

I am inclosing herewith copy of letters you requested, and also ~~cross~~ data and surveys on construction engineering in Harney County to date. The construction engineering on the Burns-Lawen Section will be about four per cent of the cost of construction, which is a very reasonable figure.

I assure you that we wish to work in harmony with the County Court and the people of Harney County at all times, and welcome any constructive criticism that may be advanced. Personally I take a very active interest in the road work in your section, and am striving to render the most efficient and economical services possible. At any time I can be of any assistance to the County Court please call on me.

Very respectfully,

RHB/V

Division Engineer.

Inclosures.

Form 38

EP&T

Baker, Oregon,
May 31, 1920.

In re: Wright's Point Location.

Judge Wm. Parre,
Judge of the County Court of Harney County,
Burns, Oregon.

Dear Sir:

I am inclosing herewith letter to County Court relative to Wright's Point location. At the time I left Mr. Dodge had not given me the data on change he had made so I cannot give definite estimates. If I remember we computed the job up roughly sometime ago at about eighteen thousand dollars. This amount of money would build a good many miles in the low flat country east of the Point.

I am inclosing herewith copy of letters you requested, and also cross data and surveys on construction engineering in Harney County to date. The construction engineering on the Burns-Lawen Section will be about four per cent of the cost of construction, which is a very reasonable figure.

I assure you that we wish to work in harmony with the County Court and the people of Harney County at all times, and welcome any constructive criticism that may be advanced. Personally I take a very active interest in the road work in your section, and am striving to render the most efficient and economical services possible. At any time I can be of any assistance to the County Court please call on me.

Very respectfully,

mdb/V

Division Engineer.

Inclosures.

Baker, Oregon,
May 31, 1920.

In re: Wright's Point Location.

To The Honorable County Court of Harney County,
Burns, Oregon.

Attention Judge Parre.

Dear Sirs:

Sometime ago, when the County Court made request for location of Market Road over Wright's Point, I questioned the feasibility of building a grade over this point, inasmuch as the north and south line from a point about three miles east of the proposed survey would miss the end of the Point entirely, and apparently serve the same community.

I called this to the attention of theeCourt and suggested an investigation along this line but my recommendation was not sustained, and I made survey over Wright's Point according to the wishes of the County Court.

On my last visit I went over the location as staked on the ground, and there is no question in my mind but what it will be a serious mistake to build a road over this Point, involving approximately two and one half miles of five per cent grade, with very heavy rock work.

I would again suggest that an investigation be made of the line around the lower end of the Point, and, if the Court see fit to make the application, will make a survey of this route.

It is my understanding of the law that the County Court selects the route. I do not feel that I can go any further than make recommendations, but wish to take this opportunity to go on record as opposed to building a grade over Wright's Point.

Very respectfully yours,

RHB/V

Division Engineer.

Form 31

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Burns - Juntex

Date May 29, 1930, 19

Week from May 25 to May 29

Highway Central Oregon

Job Prefixes 13VB

County Harney

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

Survey will be completed about

Number in party 9

Camp location Riley

Mail address Burns

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

May 23: Knapp Pooley reported as chainman.
May 24: Tied in section corners.
May 25: Cross-sectioned sta. 667- 774. Tied in section corners.
May 26: Ran located line 952 to 991. H.W.Peters reported as transitman
E.I.Laurence reported as chainman.
May 27: Ran located line 991- 1020. Levels 953- 1018.
May 28: Moved to Burns.
May 29: Ran located line 1020- 1045.

OREGON STATE HIGHWAY DEPT
Received
6/3/30
Approved

Signed J. N. Bishop

Title Locating Engineer.

May 28, 1920

P. R. 15

Pacific Bridge Company,
Ft. of Salmon St.,
Portland, Oregon.

Gentlemen:

Your contract for the grading and graveling of the Burns-Lawen Section in Harney County was executed with a time limit of December 31, 1919.

It is understood that there are circumstances beyond your control which have prevented the completion at that time. This is a Federal Aid project and the conditions regarding extensions of time are quite rigid and it would appear that a formal request for an extension of time is desirable and to be made at the next meeting of the Commission which will be held in Portland on June 1st. It may be made by letter and should be endorsed by your surety company.

Yours truly,

Secretary.

PAK:LM
cc. R. H. Baldock, Baker, Oregon.

C. H. ROBISON, Portland, Chairman
R. A. BOOTH, Eugene
J. D. E. ASKLUND, Grand View
F. A. KLEIN, Secretary and Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

May 28, 1920

P. R. 15

Burns-Fourmile Grading

Pacific Bridge Company,
Ft. of Salmon St.,
Portland, Oregon.

Gentlemen:

Your contract for the grading and graveling of the Burns-Lawen Section in Harney County was executed with a time limit of December 31, 1919.

It is understood that there are circumstances beyond your control which have prevented the completion at that time. This is a Federal Aid project, however, and the conditions regarding extensions of time are quite rigid and it would appear that a formal request for an extension of time is desirable and should be made at the next meeting of the Commission which will be held in Portland on June 1st. It may be made by letter and should be endorsed by your surety company.

Yours truly,

Secretary.

RAK:EH
cc. R. H. Baldock, Baker, Oregon.

...COMMISSIONERS
...TARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Burns-Lawen
Baldock

May 22, 1920.
File: F.R. Proj. No. 15

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of May 20th, with reference to allowances for materials on hand in connection with the Burns-Lawen Contract. This matter was corrected up before the voucher was allowed to go out, and we find that the quantities and amounts allowed are identically the same as shown on the list enclosed with your letter.

We would suggest that you advise Mr. Randels of the necessity of showing upon each monthly estimate the quantities and materials on hand at that particular time, regardless of what may have been estimated on the previous estimate.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By S. H. Probst
Office Engineer.

SHP-MM
C.C. to C.E.Randels

Baker, Oregon,
May 17, 1920.

In re: Burns-Lawen Estimate #8-Contract #174.

Mr. [illegible],
[illegible],
Burns, Oregon.

Dear Sir:

In reference to letter from Salem Office, dated May 15th, addressed to you, a copy of which I have received:

Referring to last paragraph of letter, would advise that your statement of construction materials on hand had been crossed out with pencil on all copies of your Estimate #8, Contract #174, Burns-Lawen Section, when received by this office.

Very respectfully yours,

RAT/V

Division Engineer.

Copy for information of R. H. Baldock

# OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

May 15, , 19 20

To C. E. Daniels

*Dear Sir:*

*Your attention is called to the following* items

*in your* Estimate No. 8 *for* May 10, 1920

*covering work* Burns-Lawen Section, Contract No. 174

Please list on future estimates each culvert separately, giving station, and showing the amount of pipe, concrete excavation, etc., entering into its construction.

Your statement of Construction Materials on Hand had been crossed out with pencil on our three copies of the estimate. We presume this was done at the Baker office and will therefore deduct from the Contractor's estimate this month all previously allowed amounts for Materials on Hand.

LEP:MM

*Signed* L E Parsons *For* *Office Engineer*

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

THE PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

May 28, 1920.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
Baker, Oregon.

Dear Sir:

I am just in receipt of your wire stating that steam shovel has only one days supply of coal, of which I was, of course, informed. We have orders with three different coal companies, the order with the dealer who has heretofore supplied us being more than a month old.

We have also applied to the Railroad Company for permission to use a small amount at Crane pending arrival of our first car, and believe we will get it.

In the meantime, we have a positive promise of the first car at Ontario not later than Saturday, and we hope to get it into Crane Saturday night.

I have wired Mr. Streicher to move the shovel for the second cut in case we do get out of coal, as that would involve a delay of one day whenever it is done.

The dealers blame the failure to deliver on the car shortage, which may or may not be true as everything nowadays seems to be blamed to that; but as we now have three cars en route do not believe we will again be troubled; and in view of the fact that we have heretofore had prompt service on coal can hardly blame Mr. Streicher for lack of foresight, as his order was, as I said before, placed considerably more than a month ago.

Am leaving for Burns tomorrow night and hope to find the coal there when I arrive.

Very truly yours,

C. F. Swigert

President

CFS/CM

# OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
May 24, 1920.

RECEIVED
MAY 29 1920
STATE HIGHWAY ENGINEER

In re: Burns-Lawen Section. Post Road #15.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your letter of the 26th ultimo, relating to the revision which has been made on the location of section of the Burns-Lawen Project between Station 915 and Station 958 + 51.4, the end of the Project, will advise that this change was necessitated by a revision in the Lawen-Crane Section, as shown on the small scale map hitherto sent you. The revision was made under the direction of M. O. Bennett sometime last October, and he promised the Pacific Bridge Company, who hold the Burns-Lawen contract, to extend the line along revised portion to the same station that their contract ended.

I am sending maps, profiles and cross sections of this change. Should there be anything more you require please advise.

Very respectfully,

R H Baldock

Division Engineer.

RHB/V

Baker, Oregon,
May 24, 1920.

In re: Sample of Rock-
Burns-Lawen Section.

Mr. C. E. Randels,
Resident Engineer,
Burns, Oregon.

Dear Sir:

I note that report from rock obtained from Saddle Butte on May 10th, is not satisfactory. Please advise if there is any possibility of obtaining better rock from this vicinity; and also advise if you have sent specimen from the West Pit on Warm Springs Butte. You will remember this place by the high rock bluff which was discussed as a good face for quarry site on my last trip.

Very respectfully,

Division Engineer.

MMB/V

BURNS-DAWEN- ESTIMATE#8-CONTRACT #174-

PR
14-

STATEMENT OF CONSTRUCTION MATERIALS ON HAND.

| Item | Unit | Allowable Unit Price. | Quantity | Amount |
|---|---|---|---|---|
| 12" Corr.Galv.Iron Pipe. | Lin.ft. | $1.62 | 776 | $1257.12 |
| 18" Corr.Galv.Iron Pipe. | Lin.ft. | 3.15 | 112 | 352.80 |
| 24" Corr.Galv.Iron Pipe. | Lin.ft. | 5.40 | 150 | 810.00 |
| | | | Total ---------- | $2419.92 |

RECEIVED
MAY 22 1920

No 1.

36 30

Burns, Oregon,
May 21, 1920.

Thursday hauled 73 loads on 2 mile haul No delay account shovel
Friday 4 trucks hauled 28 loads on 2 mile haul in morning
6 trucks hauled 24 loads on 3 mile in afternoon 1½ hrs. delay
account injector valve and cable giving trouble.

PACIFIC BRIDGE COMPANY

Burns grading

F C Burns, Oregon.

Saturday shovel started 4:30 A.M. worked until 8 P.M. 6 trucks hauled 85 loads on 3 mile haul Shovel could handle more trucks No delay account shovel Expect to have 8 trucks hauling Monday Reference your telegram Injector valve replaced by new valve which was the only trouble

P. B. Co.

May 24, 1920.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
Baker, Oregon.

My dear Mr. Baldock:

I am enclosing leaves from the Pawling & Harnischfeger catalog with illustrations and descriptions of the gasoline excavator caterpillar crane. From our experience with this machine we believe it is all they claim for it, particularly with the dragline bucket, and while we are now using it loading trucks with a clam shell on the North Bank Highway, I shall arrange to send it up whenever it is shown present outfit cannot handle the work.

Also enclose wires covering three days and showing only 1½ hrs. total delay in the whole three days, and that due to a valve, which, as you know, is no way incident to that particular outfit.

I am having a number of spare parts made here ready to be installed when required, and am changing the entire lubricating system of the bucket and turn table of the shovel, which will make this not only much faster but very much more effective. Much of the slow operation of the bucket is caused by poor lubrication of the sheaves and consequent slow overhauling of the line, and a great deal of this will be obviated by the new "Alemite" system of forced lubrication.

The truck situation, however, is bad and I am sending three MACK trucks from here and the two Diamond T's of Lester & Leard have wired me that they will go over from Haines.

While of course it is impossible for me to spend all my time at Burns, I have left my car at Bend and intend to make much more frequent trips, at least until the job is moving as it should. Expect to go over the last of the week, probably leaving Bend Sunday morning, and will spend several days on the work.

The election returns seem to be pretty decisive as to the wishes of the voters on the issue of good roads, and can see no reason why the Lawen-Crane section should not be let immediately; it certainly should be if it is to be finished this year, and under present conditions it will take some hustling to do it even then, no matter who gets it.

Very truly yours,

C. F. Swigert
President

CFS/CM

Baker, Oregon,
May 20, 1920.

In re: Burns-Lawen- Estimate #8- Contract #174.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon. Attention Mr. Probert.

Dear Sir:

Referring to your letter of May 15th to Mr. C. E. Randels, Resident Engineer on Burns-Lawen Section of the Central Oregon Highway:

Referring to Estimate #8, for May 10, 1920, covering work under Contract #174, I inclose herewith copy of letter received from Mr. Randels, in explanation of the last paragraph of your letter regarding statement of construction materials on hand.

In this connection would advise that these items had been crossed out with pencil when received at this office. I think Mr. Randels has the wrong impression in regard to the manner in which these materials on hand should have been shown on his estimate #8, as he states this amount should not have been deducted from this estimate.

Upon comparing the amount of materials on hand April 10, as shown on Estimate #7, with the amount shown as installed on the work under the line "Present Estimates" on Estimate #8, I find that not nearly all the materials on hand April 10, had been put into the work before May 10, and am inclosing a statement showing the amount which I belive Mr. Randels should have incorporated in his estimate for May 10.

As it ordinarily takes from five to eight days to get mail to Burns and return I am not referring this to Mr. Randels before sending it.

If consistent, will you please add to above estimate materials on hand, as shown in inclosed statement.

Very respectfully yours,

RAT/N Division Engineer.
2 Inclosures.
cc C. E. Randels-- Please check over inclosed estimate and advise me if correct.

| | | Allowable Unit Price | Quantity | Amount |
|---|---|---|---|---|
| Galv. Iron Pipe | Lin. ft. | 1.62 | 776 | $ 1257.12 |
| 18" Corr. Galv. Iron Pipe | " | 3.15 | 112 | 352.80 |
| 24" Corr Galv. Iron Pipe | " | 5.40 | 150 | 810.00 |
| Total | | | | $ 2419.92 |

Copy for Salem office

mailed on time so crossed it out before estimates left this office.

I trust that you will so inform the Salem office of their misunderstanding in this matter.

Very respectfully,

C. E. Randels

Resident Engineer

# OREGON STATE HIGHWAY COMMISSION

Burns, Oregon, May 18_1920

Subject:Estimate #8

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

A letter dated May 15, signed by L. E. Parsons from Salem, office states that they will deduct all previously allowed amounts for Materials on Hand from this months estimate. This amount should not be deducted; it was allowed ~~xxxxx~~ on estimate #7 and written on estimate #8 by mistake. I discovered it too late to make 5 new copies of estimate and get them mailed on time so crossed it out befoer estimates left this office.

I trust that you will so inform the Salem office of their misunderstanding in this matter.

Very respectfully,

C E Randels

Resident Engineer

# OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
May 20, 1920.

In re: Burns-Lawen- Estimate #8- Contract #174.

MAY 22 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Orefon. Attention Mr. Probert.

Dear Sir:

Referring to your letter of May 15th to Mr. C. E. Randels, Resident Engineer on Burns-Lawen Section of the Central Oregon Highway:

Referring to Estimate #8, for May 10, 1920, covering work under Contract #174, I inclose herewith copy of letter received from Mr. Randels, in explanation of the last paragraph of your letter regarding statement of construction materials on hand.

In this connection would advise that these items had been crossed out with pencil when received at this office. I think Mr. Randels has the wrong impression in regard to the manner in which these materials on hand should have been shown on his estimate #8, as he states this amount should not have been deducted from this estimate.

Upon comparing the amount of materials on hand April 10, as shown on Estimate #7, with the amount shown as installed on the work under the line "Present Estimates" on Estimate #8, I find that not nearly all the materials on hand April 10, had been put into the work before May 10, and am inclosing a statement showing the amount which I belive Mr. Randels should have incorporated in his estimate for May 10.

As it ordinarily takes from five to eight days to get mail to Burns and return I am not referring this to Mr. Randels before sending it.

If consistent, will you please add to above estimate materials on hand, as shown in inclosed statement.

Very respectfully yours,

R. A. Bullock

Division Engineer.

RAT/V
2 Inclosures.
cc C. E. Randels.

Form 31

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Burns-Suntex Date May 15, 1920, 19

Week from May 9 to May 16, 1920

Highway Central Oregon Job Prefixes 13VB

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Harney

Survey will be completed about Number in party Ten

Camp location Riley

Mail address Burns

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

May 10: Ran levels and took cross-sections 196 to 366. Ploted profile 0 00 to 366.

May 11: Took classification and culvert data 0 00 to 470. Ran levels and took cross-sections 366 to 485.

May 12: Made vicinity maps of Chickahominy Creek crossings at Stations 152 and 220. Ran levels 485 to 600.

May 13: Made vicinity map of Chickahominy Creek crossing Station 255. Began vicinity map of Silver Creek crossing Station 426. Ran levels 600 to 720.

May 14: Finfshed vicinity map at Station 426 and made maps at Silver creek crossings, Stations 384 and 428. Took cross-sections 485 to 701.

May 15: Flagged out line from 668 to head of Sagehen.

Signed J. N. Bishop

Title Locating Engineer.

Baker, Oregon,
May 14, 1920.

In re: Burns-Lawen Section-
Grading and Graveling.

Mr. C. L. Mandels,
Resident Engineer,
Burns, Oregon.

Dear Sir:

Referring to your Estimate No. 8, Contract No. 174, Grading and Graveling Burns-Lawen Section of the Central Oregon Highway. Estimate has been corrected as follows:

| | | |
|---|---|---|
| Common Excavation- | Total Estimated | 49,329.1 |
| | Previous " | 42,485.1 |
| | Present " | 6,844.1 |

Correction was made on account of error in footing.

Quantity Summary Sheet accompanying this Estimate has been changed, as shown on copy inclosed. Changes were made on account of error in footing in Estimate, as above noted; and also changes in column "Estimate Corrected to Date" as it was not desired at this time to make a change in the Estimate Corrected to Date.

Very respectfully yours,

MAT/V

Division Engineer.

1 Inclosure.

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

May 13, 1920.

Mr. E. H. Baldock,
Baker, Oregon.

My dear Sir:

In response to your telegram have just wired that I will meet you in Burns on Monday, the 17th.

Am just in receipt of a wire from Burns stating that work with double shift will begin tomorrow, the 14th inst., and trust that they will be able to do this. Additional trucks can be had without difficulty but the condition of the roads is very bad and present truck men are dissatisfied, so that I hesitate to send trucks over in advance of our visit, which I think will reassure everybody, as I think we can work out some method by which the hauling can be done over the gravel as spread; in fact they are already doing this to a considerable extent.

So far as I am advised there has been no particular trouble with the shovel and the engineers are confident that they can get out from 30 to 35 yds. per hour, which will be very satisfactory if we can work to capacity an average of twelve out of the sixteen hours we propose to work.

However, we can go into all these details when I meet you in Burns.

Yours very truly,

C. F. Swigert

President

CFS/CM

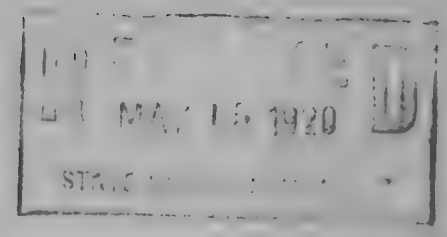
66 66

# OREGON STATE HIGHWAY COMMISSION

PR
15

Baker, Oregon,
May 13, 1920.

In re: Your File #132-
Burns-Lawen Section.




Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I acknowledge receipt of yours of the 6th instant, inclosing correspondence to and from Mr. R. L. Hass, Harney County Commissioner, relative to cost of engineering, and general dissatisfaction in regard to Highway matters in Harney County.

I will make arrangements forthwith for an immediate trip to Burns; and as you suggest, will take all the steps within my power to alleviate the situation and produce a feeling of more satisfaction in this community. I assure you that I will handle the question in a very diplomatic manner. I believe that this dissatisfaction is registered by a small minority; and am absolutely positive that the engineering in this section is being administered with the strictest economy, and I feel certain that I will be able to correct the impression.

Relative to the employment of Mr. Randels' wife, I agree with you that the employment of relatives in State work is conducive to criticism. Mrs. Randels occupied this position in the Highway Department when I took charge of this Division, and I found her very efficient in the discharge of her duties. However, I have read of complaints in various portions of the State relative to hiring married women on State work, and believe it will be the best policy to discontinue her services, particularly because of the strong adverse criticism in this community.

In regard to the locating party under Mr. J. N. Bishop, of which you spoke, will advise that they have been camped at Riley, about 25 miles west of Burns, for the past three weeks. I have supplied Mr. Bishop with a full party because I am anxious to get the survey out of

the way; and because he is running a cook house and it is more economical and efficient to have a full party under these circumstances. On my next trip I will make a personal investigation, and if there be more men in the party than is necessary will not hesitate to trim it down.

Again speaking of Mr. Randels' party will advise that Mr. Randels handles the construction engineering in a very economical manner. His present party consists of himself, two chainmen, his wife as computer, and two rock checkers. Mr. Randels does his own instrument work. I do not believe that criticism in this respect is just.

I agree with you absolutely that it is up to the Engineer to correct the false criticisms which the laymen is prone to direct against Engineers in public service, and assure you that both myself and the employes in this Division are working towards that end.

Very truly yours,

R H Baldock

RHB/V

Division Engineer.

# OREGON STATE HIGHWAY COMMISSION

Burns, Oregon, May, 12-1920

Subject: Total Cu. Yds.of
Gravel hauled on job 13PA

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department,
Baker, Oregon

Dear Sir:

The total cu. yds. of gravel hauled on this job to date is reduced as I have made a check of the receipts and the map and find that the 10% is not deducted on the daily reports for the over size put on the Highway from the Baker pit used last November.

The gravel tallyman reported 10 loads more than were hauled and I have also deducted these loads so that the receipts for gravel placed on the road and the daily report of total,check with the map plattedfrom the gravel receipts.

We now eliminate all chance of error by having the tallymen leave their books at the office to be checked instead of trusting to their memory or their count of the gravel receipts issued each day.

If you wish corrected copies of these daily reports with the deductions of this yardage on the proper dates, advise me .

Trusting that this explains this change in the daily report enclosed,

Very respectfully,

C E Randels

Resident Engineer

Baker, Oregon,
May 11, 1920.

In re: Burns Lawen- Grading and Graveling.

Mr. C. Mendels,
Resident Engineer,
Burns, Oregon.

Dear Sir:

In reply to yours of the 5th instant relative to conditions on the Burns-Lawen Section, will advise that I will make a trip there in the near future, accompanied by Mr. Swigert, and you, Mr. Swigert and myself, will endeavour to work out a program to obtain more efficiency on the construction of this Section. Will advise you by wire on date we will arrive. It will probably be early next week.

Very truly yours,

RHF/V

Division Engineer.

HERBERT NUNN
State Highway Engineer

Form 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Burns- Suntex May 8, 1920

Section ..... Date ..... May 2 to May 9 ..... 19.....

..... Week from ..... to .....

Highway Central Oregon Job Prefixes 13VB
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County ..... Ten

Survey will be completed about ..... Number in party .....

Camp location ..... Riley Burns

Mail address .....

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

May 3: Ran located line Station 470 to 654.

May 4: Ran located line Station 654 to 737+70.
L.R.Sutter, levelman and J.F.Kuehnert, rodman arrived.

May 5: Ran levels and took preliminary cross-sections 0+00 to 30+91.9 Preliminary F line.

May 6: Made section ties 0+00 to 184; triangulated to Sap Ranch.
Ran bench levels # 254 to 123.

May 7: Made section ties Station 184 to 609. Ran bench levels Station 123 to 0+00; profile levels 0+00 to 38.

May 8; Ran profiles Station 38 to 196. Took Cross-sections Station 0+00 to 195.

Two men in office Monday till Saturday; one in office on Saturday.

Signed J. N. Bishop

Title Locating Engineer.

FORM 4 PM-8-29

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

May 6, 1920.

File 132.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Please find enclosed copy of letter from Mr. Hass and answer which is self-explanatory. Mr. Hass complains bitterly of the cost of engineering in his district although the matter has been somewhat misrepresented to him.

In regard to the employment of Mr. Randels' wife, will say that I believe it at this time poor business to employ relations, as such things often lead to considerable favoritism. I would suggest that you make a personal trip to Burns again and endeavor to straighten this matter out, ~~giving the above figures to the local press and stating frankly that many surveys and resurveys have been requested by the County Court and at no time have the engineering expenses been excessive excepting where it was for resurveys which were not justified.~~

This matter must be handled in a diplomatic way, as it may cost us the good roads sentiment within the district.

I would suggest that the locating party be removed from Burns and encamped near its point of work at all times and that the high cost of engineering on the construction work there be reduced by the elimination of such men as are unnecessary; in fact, it was my opinion at the time I was there that no more men were needed and perhaps a few could be weeded out. We are constantly up against this complaint throughout the state and the sentiment is becoming very bitter and is being called to the attention of the State Highway Commission constantly. I believe it is up to the engineer to show that they are not inefficient and impractical as is often inferred by men in public life who really have no training for the positions which they themselves hold.

Respectfully,

Herbert Hunn

State Highway Engineer.

HN:HI

FORM 4 5M-6-23

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

May 6, 1920.

File 132.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Please find enclosed copy of letter from Mr. Hass and answer which is self-explanatory. Mr. Hass complains bitterly of the cost of engineering in his district although the matter has been somewhat misrepresented to him.

In regard to the employment of Mr. Randels' wife, will say that I believe it at this time poor business to employ relations, as such things often lead to considerable favoritism. I would suggest that you make a personal trip to Burns again and endeavor to straighten this matter out, ~~giving the above figures to the local press and stating frankly that many surveys and resurveys have been requested by the County Court and at no time have the engineering expenses been excessive excepting where it was for resurveys which were not justified.~~

This matter must be handled in a diplomatic way, as it may cost us the good roads sentiment within the district.

I would suggest that the locating party be removed from Burns and encamped near its point of work at all times and that the high cost of engineering on the construction work there be reduced by the elimination of such men as are unnecessary; in fact, it was my opinion at the time I was there that no more men were needed and perhaps a few could be weeded out. We are constantly up against this complaint throughout the state and the sentiment is becoming very bitter and is being called to the attention of the State Highway Commission constantly. I believe it is up to the engineer to show that they are not inefficient and impractical as is often inferred by men in public life who really have no training for the positions which they themselves hold.

Respectfully,

Herbert Nunn
State Highway Engineer.

HN:HI

Burns, Oregon.

April 26, 1920

Mr. Herbert Nunn,
Salem, Oregon.

Friend Nunn:

I enclose you a letter which I wish you would return. I wish you would kindly have a statement made up for me showing the expenditure in Harney County for office, salaries, surveys, etc. on the Burns-Lawen Section of the Central Oregon Highway.

I, as Commissioner of Harney County, ask for this as you will see what one gets when they try to win over opposition to our Highway game, and I will be frank in stating that among most of the people of Harney County this Highway game is a joke among them all. When you stop to consider that since last July they have been working on our Highway and up to the present time about 5 or 6 miles are finished I think you will agree with me that something must be wrong. It is the talk that every engineer who has a wife is sent into Harney County and a job made for her and really, Nunn, I have backed up the Highway, defended all the delays, but the thing is getting so rank that it has been brought up at an open meeting of the Commercial Club and it is now talked of taking this matter direct with the Highway Commission.

Will you kindly see what can be done? Will you see that I receive the data asked for, and I wish to make a talk at the Commercial Club and do what I can to counteract the general impression which is over the County.

Mr. Olson is a fair man, but there is no use in denying the fact that if all contracts are handled as this small piece of work in Harney County, then there is certainly something wrong with Highway Construction. I would not say this to anyone else, but I am frank in saying it to you.

Trusting to receive the information asked for as soon as possible, I remain

Yours very truly,

R. L. Hass
Commissioner

ENGINEERING EXPENDITURES
IN HARNEY COUNTY

From Dec. 1, 1919 to April 20, 1920

| | | |
|---|---|---|
| Survey- Burns to Crane | 27.3 miles | $4,376.74 |
| " Sage Hen to Burns | | 925.68 |
| " Deschutes County Line-East Seven Miles | | 293.94 |
| " Burns to Suntex-no change yet entered | | |
| Construction Engineering-Burns-Lawen Section | | 6,825.04 |
| Total Engineering exclusive of Market Roads | | $12,421.40 |
| Market Road Surveys | | 549.38 |
| Total | | $12,970.78 |

Burns-Lawen Survey Cost $160.00 per mile

Involved more than one route

Estimated Construction Costs

| | |
|---|---|
| Burns-Lawen | $256,000.00 |
| Lawen-Crane | 174,000.00 |
| Total | $430,000.00 |

Burns, Oregon, May 5-1920

Burns Lumber Grading

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

The Pacific Bridge Company has no Superintendent on this job and the graveling is going too slowly as more trucks are needed to haul more than an average of 200 cu. yds. in a 14 hour shift. Two of the trucks were taken off this job today. The Sheriff of Astoria had the Burns Sheriff take one truck which Allen was using as his and the other truck of Allens was taken off because it had no 1920 license.

Allen left Burns in the Red car two weeks ago, the truck driver who went with him has returned and Allen is wanted for passing checks that were no good. Mrs. Allen had to borrow enough money to go to Portland a few days ago when she stated that her Mother was very ill. There seem to be a number of people here who would like to get some money from Allen.

The Well Hill Market Road contract was let to a Mr. Larson, Harney County man and the County Court will build the road with a 22' base, regardless of fill and I presume will look some what like this cross section.

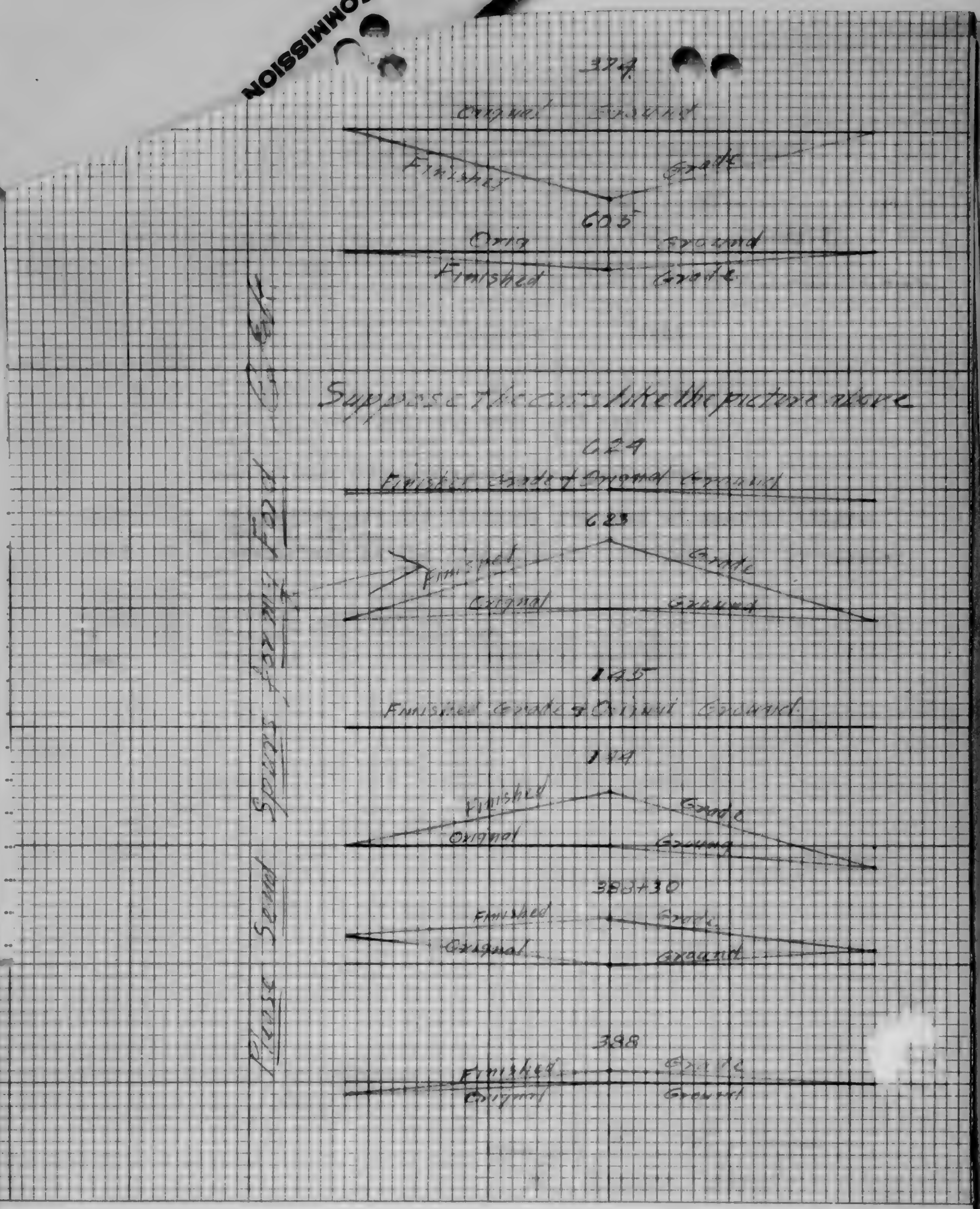
Mr. Lee Jetley who was called here by the serious illness of his Father went out over the works with me one day, and his Father is now out of danger so he returned to his job on Sunday.

Hope that some more trucks arrive and that I can in the near future report some reasonable progress, I am

Very respectfully,

C E Randels

RAY COMMISSION



Form 19

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Burns Oregon Date May 1 1920., 19

Burns-Suntex Section Week from April 25 to May 2

Highway Central Oregon Job Prefixes 13VB
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Harney

Survey will be completed about Number in party Eight

Camp location Riley

Mail address Burns

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

April 26: Reconnaissance and flagging out line at east of Riley. Two men in office.

April 27: Reconnaissance and flagging out line from head of Sagehen west.

April 28: Running line Station 0 00 to 119 00.

April 29: Running line Station 119 00 to 240 00.

April 30: Running line Station 240 00 to 345 00.

May 1: Running line Station 345 00 to 480 00.

Signed J. N. Bishop

Title Locating Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE

REFER TO FILE No.

Engineering - Post Roads,
Oregon F.A. 15.

POST-OFFICE BUILDING
PORTLAND, OREGON

April 27, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Referring to your letter of April 26th, regarding change of location of the last one-half mile of Project No. 15, you are advised that we approve the change indicated on the blue print accompanying your letter.

Very truly yours,

Cutting C. L. McKesson
District Engineer,

Notes
HAP

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

BURNS,

April 27th, 1920

State Highway Commission,
Salem, Oregon.

Gentlemen:

We acknowledge receipt of your night letter of the 24th and enclose confirmation of our reply, regarding the track links and track pins for the two tractor we are using.

As stated in our night letter we do not feel as if it would be fair for you to charge us with these parts. We have taken as good care as possible of the tracks on both of these machines, they were well oiled, using Standard Black oil for this purpose.

There is ninety per cent of our work side hill, that is the tractors run in the borrow pit ninety per cent of the time, which causes most of the weight of the tractor to be on the down hill side track. The other track on both machines are as good as new to-day.

The soil we are working in is very sandy which causes more wear than ordinary as the sand gets over the shoe and mixes in with the oil on the track links causing excessive wear, also it is necessary to keep the tracks tighter than they should be for ordinary use on account of the side hill work.

We would appreciate you taking into consideration these facts before charging us with these repairs as it evident that it is the nature of the work and not improper use which caused one track to wear out and not the other track.

Very respectfully yours,

Pacific Bridge Company,

By H. C. Fricker

April 26, 1920.

File: F.R. No. 15

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In completing the location of the Central Oregon Highway between Burns and Crane, it has developed that about the last one-half mile of what is now Federal Aid Project No. 15 should be either eliminated from the Project or constructed upon a revised location. We are enclosing herewith a blue print sketch map upon which we have indicated both the original location and the proposed revision at this point. We are now preparing for submission to your office, complete maps, profiles and cross-sections of this revised line, and we would request your approval of construction in accordance therewith. If there is any reason why you would not desire to approve construction as proposed, we would be pleased to hear from you at once, as we believe that the contractor is about ready to start work on this Section.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HM

April 26, 1920.

File: 15

Mr. C. E. Randels,
Burns, Oregon.

Dear Sir

It has recently come to our attention that a revision has been made in the location of the Section of the Burns-Lawen Project between about Station 220 and the end of the Project, the revised line following east along the township line between Sections 4 and 23 instead of running diagonally across Section4. In order to secure the approval of the revision by the Bureau of Public Roads, it will be necessary that we submit to them maps, profiles and cross-sections of same. The detail maps which we have in this office covering what is calle' the Lawen-Crane Section show the alignment as revised, but we have not in this office any information from which the profils or cross-sections can be platte . Kindly provide us, therefore, with either platted profile and cross-sections, or field notes for same. Mr. Baldock writes that he is anxious for a decision in this matter. We would therefore, request that you provide us with the information requested at your earliest convenience.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

3HP-HM

C.C. to R.H.Baldock

# OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
April 24, 1920.

In re: Your File #132-
Line Change Burns-Lawen Section.

RECEIVED
APR 26 1920
ENGINEER

F.A. #15

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. S. H. Probert.

Dear Sir:

In reply to yours of the 22nd instant, calling my attention to line change on the Burns-Lawen Section at termination of this Project, will advise that when Mr. Drinkhall made the survey of the Lawen-Crane Section, sometime last November, he continued down the township line to a junction with the Burns-Lawen Section, and in order to make the contract of the Burns-Lawen Section the same length, the revision was made.

I appreciate your calling my attention to this feature, and will notify Mr. Randels to not permit construction until the change can be passed upon by the Federal Engineers.

I trust that the matter can be adjusted in a short time so as not to hold up construction on this work.

I presume you will take this up with the Federal Engineers, and in the meantime will hold up construction on this half mile section.

Very respectfully,

R H Baldock

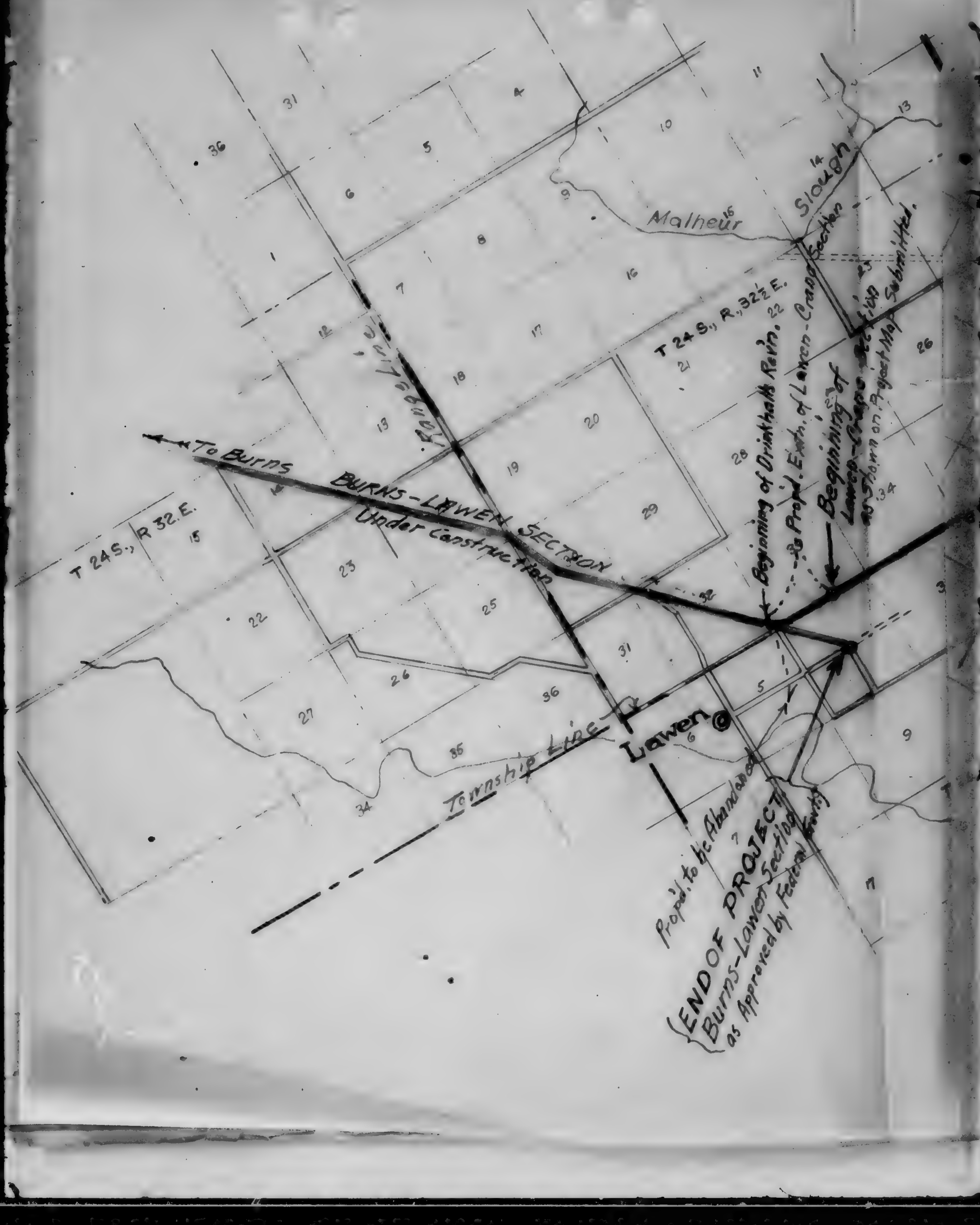
Division Engineer.

RHB/V

cc C. E. Randels.

Noted S.H.P.

OREGON STATE HIGHWAY COMMISSION



T. 24 S. R 33 E.
Range Line
Lawen-Crane Section as Submitted
as Shown on Project Map Submitted.
Quarry Site
Warm Springs Butte
Harriman
T 25 S.R. 33 E
Saddle Butte
Saddle Butte Quarry Site
T 25 S.R 32½ E
MALHEUR LAKE
SKETCH SHOWIN
Proposed Change of Lin
on
Burns - Lawen Secti
of
Central Oregon Highway
Scale: 1" = 1 mile - Apr. 24

T. 24 S. R. 33 E.

Lawen-Crane Section as Submitted on Project Map Submitted.

Range Line

Lawen-Crane Section as Submitted

Quarry Site

Warm Springs Butte

Harriman

Saddle Butte

Saddle Butte Quarry Site.

T 25 S. R 32½ E

T 25 S. R. 33 E

MALHEUR

LAKE

SKETCH SHOWIN

Proposed Change of Lin

on

Burns - Lawen Secti

of

Central Oregon Highway

Scale: 1" = 1 mile - Apr. 24

33E.

as Submitted

Quarry Site

Crane

Harriman

T 25 S, R. 33 E

Saddle Butte Quarry Site.

Saddle Butte

MALHEUR LAKE

SKETCH SHOWING
Proposed Change of Line
on
Burns - Lawen Section
of
Central Oregon Highway
Scale:- 1" = 1 mile — Apr. 24-1920

# OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
April 22, 1920.

In re: Contract Time Limit-
Burns-Lawen Grading and Graveling.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention MR.R.H.Klein.

Dear Sir:

I note that the contract time limit on the Burns-Lawen Grading and Graveling Section of the Central Oregon Highway, Harney County, contract held by the Pacific Bridge Company, is December 1, 1919. I took charge of this work on January 5, 1920, and presumed that this had been called to your attention before, but accept responsibility for not bringing it to your notice immediately after taking charge. I would recommend that the time limit be extended to September 1, 1920.

You will find information relating to this work in my letter to Mr. Nunn dated March 1, 1920.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

Form 18.

# OREGON STATE HIGHWAY COMMISSION

# MARKET ROADS

## Engineer's Estimate of Cost

COUNTY Harney DATE April 10th, 1922

ROAD Wright's Point Market Road

SECTION

LENGTH 2.11 miles WIDTH OF ROADBED 18 feet (14' Exclusive of Ditches) WIDTH OF SURFACING

Survey by J. N. Bishop Estimate by

| Quantity | Unit | ITEM | Unit Price | Amount |
|---|---|---|---|---|
| All | All | Clearing and Grubbing | 50.00 | 50.00 |
| 12250 | Cu. Yds. | Common Excavation (all other than solid rock) | .65 | 1962.50 |
| 4057 | Cu. Yds. | Solid Rock Excavation | 1.75 | 7099.75 |
| 5000 | Cu. Yds. | Overhaul | .04 | 200.00 |
| 386 | Lin. Ft. | 12-inch Culvert Pipe | 2.00 | 772.00 |
| | Lin. Ft. | 18-inch Culvert Pipe | | |
| | Lin. Ft. | 24-inch Culvert Pipe | | |
| | Lin. Ft. | 36-inch Culvert Pipe | | |
| | Lin. Ft. | 6-inch Porous Drain Tile | | |
| | B. M. | Lumber and Timber | | |
| | Cu. Yds. | Gravel (surfacing) | | |
| | Cu. Yds. | Crushed Rock (surfacing) | | |
| | Cu. Yds. | Concrete | | |
| | Lbs. | Reinforcing Steel | | |
| | | Right-of-way | | |
| | | Fence (right-of-way or guard) | | |
| | | Miscellaneous items | | |
| 135 | | Rubble Masonry | 1500 | 2025 |
| | | | | |
| | | | | |
| | | Estimated Cost | | 16286.75 |
| | | 10 per cent Engineering | | 1628.67 |
| | | Total Cost | | 17915.42 |

To be made in triplicate.
White to Salem office.
Blue to County Court.

Approved H. B. Nelson
Division Engineer.

Date June 26 1922

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

THE PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

April 3, 1920.

Mr. R. H. Baldock, Asst. Engineer,
Oregon State Highway Commission,
Baker City, Oregon.

My dear Sir:

Your favor of the 31st ult. just to hand and I regret to say finds me again confined to the house with my old complaint, an infected leg, which, while it is neither serious nor painful, effectually prevents any trips or even going to the office. How long this is to last my Doctor won't say but insists it is necessary.

Our reports show that on Monday the 30th, 259 yds. of gravel were placed on the highway in 8 hours, the only delay being on account of trucks. Since then a blizzard has been raging continuously and nothing has been done.

Mr. Allen has already installed a movable plank roadway in front of bunkers and is hauling coarse gravel and boulders on the roadway from pit to the highway, the fine pit gravel not being suitable for the purpose.

Your suggestion that a double crew be put on the excavator has my entire approval and will be carried out as soon as weather conditions permit. At present we can do nothing with the crew we have and this has been the case almost continuously since last December. In fact we have wasted a great deal of money and accomplished next to nothing trying to buck the abominable Harney County weather, which has consistently ranged from zero to 60 above the same day with just enough rain or snow to keep the roads next to impassible.

As to the delay in the work, I cannot admit that we are all to blame for that. Had we been allowed to use the pit west of town which the locating engineer recommended in his report and which we, and everybody else so far as we know, supposed would be used and upon which our bid was based, instead of being moved into the valley and spending out time stripping a pit which was later abandoned as unsuitable, going to the Baker pit and again abandoning that and moving back to the valley in the worst possible time, our showing would have been very different; and there are plenty of contracts here in the Willamette Valley let months before this work that have not yet been even touched.

H. C. CAMPBELL — GEO. W. SIMONS

# PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

R.H.B. #2 — April 3, 1920.

Whether this valley gravel will ever make a satisfactory road is not for me to say. You have seen it and so have Mr. Nunn and Mr. Kiddle, but it certainly never looked good to me. However, we want to get it on the road as fast as possible and if the weather will only settle am sure we can satisfy you both as to this and to the grading.

Meantime I beg to thank you for the helpful and friendly spirit you have shown.

Very truly yours,

C. F. Swigert

President

CFS/CM

STATE OF OREGON-HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT.

BURNS, OREGON, APRIL 3, 1920.

County of Harney Week from March 28 to April 4.

Highway Wright's Point Market Road. Number in Party Five.

Section ---------- Survey Will Be Completed ------

Camp Location Burns.

Mail Address Burns.

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Completed located line and levels.

Cross-sectioned to Station 35+00.

High winds and snow flurries have prevailed during the week.

Signed J. N. BISHOP,

Locating Engineer.

Baker, Oregon,
March 31, 1920.

In re: Burns-Lawen Graveling.

Mr. C. F. Swigert,
President Pacific Bridge Co.,
Portland, Oregon.

Dear Sir:

I have just returned from a trip through Harney County, where I inspected the Burns-Lawen grading and graveling work. I did not find the work to be progressing as well as I expected, and would suggest that if the work does not show more favorable reports in a short time that you give the matter your personal attention.

The water in the pit, of which you spoke, was a source of a great deal of trouble, but this has been eliminated by pumping, which was done at the suggestion of Mr. C. E. Hance's, Resident Engineer. The ground in front of the bunkers was also very wet and sloppy, and the trucks were continually getting stalled. Mr. Allen has placed a plank runway on this location, and the report is that it is working very satisfactorily.

In view of the fact that the gravel is so wet I advised them to adopt the suggestion which I find in your letter of the 18th instant, in starting at the end of the grade and dumping toward the shovel. By the time they have the bottom course laid it should be dry enough to run over with the second course.

While I was on the ground the cable on clam shell hoist broke in several places and tied up the work. Mr. Allen seems to be somewhat lax in anticipating breakage in equipment, and should have extra parts of this nature on hand.

Mr. Allen tells me that he does not expect to put out more than 200 yards in an eight hour shift, and I would strongly recommend that he put on two shifts of eight hours each immediately after the first of the month, in order that we may have a reasonable prospect of finishing this work by the first of August at least.

I wish to advise you that your delay in handling this contract has caused much adverse criticism from the people in Harney County, directly against both you and the Highway Commission, and every possible effort should be made to expedite the work and complete the contract. I know that you appreciate the situation, and feel confident that you will use every means in your power to hasten the work.

Very respectfully,

R. H. Baldock

cc Herbert Nunn.
cc C.E.Handels. RHB/V

Baker, Oregon,
March 19, 1920.

In re: Burns-Lawen Section,
Central Oregon Highway.
Gravelling.

C. F. Swigert,
President Pacific Bridge Co.,
Portland, Oregon.

Dear Sir:

I have before me your letter of the 18th instant to Mr. R. H. Baldock, Division Engineer, regarding gravelling on the Burns-Lawen Section of the Central Oregon Highway, near Burns.

I expect Mr. Baldock will be on this work today or tomorrow, and it is quite possible that you may hear from him direct from Burns.

Yours truly,

Office Engineer.

RAT/V

Baker, Oregon,
March 31, 1920.

In re: Burns-Lawen Graveling.

Mr. C. W. Lwigert,
President Pacific Bridge Co.,
Portland, Oregon.

Dear Sir:

I have just returned from a trip through Harney County, where I inspected the Burns-Lawen grading and graveling work. I did not find the work to be progressing as well as I expected, and would suggest that if the work does not show more favorable reports in a short time that you give the matter your personal attention.

The water in the pit, of which you spoke, was a source of a great deal of trouble, but this has been eliminated by pumping, which was done at the suggestion of Mr. C. E. Randels, Resident Engineer. The ground in front of the bunkers was also very wet and sloppy, and the trucks were continually getting stalled. Mr. Allen has placed a plank runway on this location, and the report is that it is working very satisfactorily.

In view of the fact that the gravel is so wet - advised them to accept the suggestion which I find in your letter of the 18th instant, in starting at the end of the grade and dumping toward the shovel. By the time they have the bottom course laid it should be dry enough to run over with the second course.

While I was on the ground the cable on clam shell hoist broke in several places and tied up the work. Mr. Allen seems to be somewhat lax in anticipating breakage in equipment, and should have extra parts of this nature on hand.

Mr. Allen tells me that he does not expect to put out more than 200 yards in an eight hour shift, and - would strongly recommend that he put on two shifts of ~~each~~ eight hours each immediately after the first of the month, in order that we may have a reasonable prospect of finishing this work by the first of August at least.

I wish to advise you that your delay in handling this contract has caused much adverse criticism from the people in Harney County, directly against both you and the Highway Commission, and every possible effort should be made to expedite the work and complete the contract. I know that you appreciate the situation, and feel confident that you will use every means in your power to hasten the work.

Very respectfully,

cc Herbert Nunn.
cc C.E.Randels. MJB/V

GEO. W SIMONS

# PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

March 18, 1920.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
Baker, Oregon.

My dear Sir:

Although I have been laid up for the past week with illness, the reports from Burns of their attempts to put gravelling on the roads are discouraging.

All the gravel is now below the water table and is so wet and heavy that the trucks stall with only half a load, and as the gravel is fine and composed largely of sand, it does not hold up on the road under the hauling while wet, and there seems to be no way to drain it. Our superintendent writes as follows:

"The trucks continually running over the gravel in its wet condition cuts through the 4 inch we are now putting on, also the 4 inch of the first course laid from the Baker pit and even through the sub-grade. We continually drag the road but it is impossible to keep it in any sort of condition.

"I took the matter up with the resident engineer and suggested that we begin at the end of the present finished grade at Hanley Lane and work toward the shovel, thus giving the gravel time to dry out before we run over it to put on the second coat; but he does not seem to feel that he can take this responsibility. If this is not done and we attempt to run over the 4 inch of gravel, we will surely cut through and practically ruin the gravel by mixing it with the sub soil."

While we all realize the desirability of packing the road as much as possible, it will have to be admitted that the condition at the present gravel pit is, to say the least, unusual; and if we are to continue work before the water table subsides, it seems to me that this suggestion will have to be carried out.

We are naturally very anxious to get this gravelling going, but cannot continue to spend a great deal more than we earn in an attempt to do the impossible; and believe if you could make a personal visit immediately, it would be of great benefit both to the State and to us.

Very truly yours,

C. F. Swigert

President

CFS/CM

March 26, 1920.

File: P.R. No. 15

The National Surety Company,
Corbett Bldg.,
Portland, Oregon.

Attention Mr. Edward P. Welch

Dear Sir:

Replying to your letter of the 23d inst., regarding the Burns-Lawen Section of the Central Oregon Highway, we beg to advise that on March 10th, the work was approximately 12% completed. The total payments to this date to the contractor have amounted to$ 23,455.97.

At present, it appears that this work should be completed by June 30th, of the present year.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

For Office Engineer.

JMD-ifl

WORLDS LARGEST SURETY COMPANY

BOND MORE PEOPLE THAN ANY [illegible] COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.


EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
CORBETT BUILDING
(AUTHORITY LIMITED)

PHONE
MARSHALL 2181


PORTLAND, OREGON.
March 23, 1920.


[illegible]
MAR 24 1920


Herbert Nunn,
State Engineer,
Salem, Oregon.

RE: Pacific Bridge Company.

Dear Sir:

Referring to contract of the above for grading and macadamizing the Burns-Lawen Section of Central Oregon Highway, which contract is in the amount of $97,967.00 and where we executed our bond covering same October 1, 1919 in the amount of $98,983.50, will you kindly advise me status of the contract at this time and probable date of completion. Also, amount of money ~~[illegible]~~ to contractor under same to date.

Thanking you for your usual courtesy, I remain

Yours very truly,

E. P. Welch

DISTRICT MANAGER.

EPW:LL

(COPY)

STATE OF OREGON-HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT.

MARCH 20, 1920.

County of Harney---------- Week from Mar # 14 to Mar 21.

Highway Wright's Point
Market Road----------Number in Party 4.

Section ---------- Survey will be completed ------

Camp Location Burns----------

Mail Address Burns ----------

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT.

March 15: Running $P_1$ line south side of Wright's Point Station 25+00 to Station 67+86.

March 16 & 17: Taking topography of P. AND $P_1$ lines.

March 18: Running $P_2$ line; also running levels over same.

March 19: Working in office; two men making stakes.

March 20: Running location, Station 0+00 to Station 30+00.

Signed -- J. N. Bishop,

Title --- Locating Engineer.

Engineering - Post Roads,
Oregon F.A. 15.

March 12, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of March 10th, referring to corrugated iron culvert pipe being used on Oregon Federal Aid Project No. 15.

In this case the price bid on reinforced concrete and galvanized iron pipe are identical except in the case of the 18" size, and in the the case of the 24" size the unit price of the successful bidder is about 45% higher than that of his nearest competitor, so that it is reasonable to assume that he expected to furnish pipe of the gauge specified even if allowed to substitute the iron for concrete. From the statements of your own engineer, he has failed to do this and has delivered on the ground for use in the project an inferior pipe containing about 30% less material by weight than is called for under the specifications. Even assuming that the contractor actually understood that the contract was awarded contemplating the use of iron pipe, there is no apparent reason why he should be allowed to use a pipe of lighter gauge than specified.

Although the contractor's bid contains the item of corrugated galvanized iron pipe, it does not appear in the revised project agreement of August 1, 1919, upon which all payments by this Bureau must be based. We will, therefore, be unable to pass for payment any voucher containing the item of corrugated iron pipe, except as a contingency, and until we are certain that the pipe used conforms to the standard specifications, we would not feel justified in paying for it in anyway.

It appears to us that the proper course to pursue is to measure the gauge of all the pipe delivered and to reject all which is not of the required weight.

Yours very truly,

C.H. PURCELL (Signed)

District Engineer.

COPY

STATE OF OREGON HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT.

March 13, 1920.

County of Harney. ---------- Week from March 7, to March 14.

Highway--Narrows Market Road ---- Number in party--Four---------

Section ---------- Survey will be completed------

Camp Location --Burns----------

Mail Address----Burns----------

::::::::::::::::::::::::::::::::::::::::::::::::

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT.

Left Baker March 8th, accompanied by Mr. Munsell, in Ford Car #110. Arrived in Burns 6 PM M. March 10th.

Munsell worked on map balance of week for Mr. Randles.

March 11th repaired car and went to Wright's Point. Mr. Porter arrived at noon as chainman.

March 12 and 13, running preliminary line over Wright's Point, using Mr. Porter, one of Mr. Randels' men and a man I hired locally as chainman. 9400 feet of line run.

The field work is going to be slow at the start, due to the fact that none of the fieldmen had any experience at this kind of work. Mr. Porter, who shipped as experienced chainman, knows nothing whatever of chaining.

Signed--J. M. Bishop,

Title--Locating Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE

REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 12, 1920.

Engineering - Post Roads,
Oregon F.A. 15.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of March 10th, referring to corrugated iron culvert pipe being used on Oregon Federal Aid Project No. 15.

In this case the price bid on reinforced concrete and galvanized iron pipe are identical except in the case of the 18" size, and in the case of the 24" size the unit price of the successful bidder is about 45% higher than that of his nearest competitor, so that it is reasonable to assume that he expected to furnish pipe of the gauge specified even if allowed to substitute the iron for concrete. From the statements of your own engineer, he has failed to do this and has delivered on the ground for use in the project an inferior pipe containing about 30% less material by weight than is called for under the specifications. Even assuming that the contractor actually understood that the contract was awarded contemplating the use of iron pipe, there is no apparent reason why he should be allowed to use a pipe of lighter gauge than specified.

Although the contractor's bid contains the item of corrugated galvanized iron pipe, it does not appear in the revised project agreement of August 1, 1919, upon which all payments by this Bureau must be based. We will, therefore, be unable to pass for payment any voucher containing the item of corrugated iron pipe, except as a contingency, and until we are certain that the pipe used conforms to the standard specifications, we would not feel justified in paying for it in anyway.

It appears to us that the proper course to pursue is to measure the gauge of all the pipe delivered and to reject all which is not of the required weight.

Yours very truly,

District Engineer,

FORM 4 1936-11-19

S. BENSON, PORTLAND, CHAIRMAN
J. H. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon.
Mar. 11, 1920.

In re: P. R. No, 15.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have a copy of letter from Mr. Purcell addressed to Highway Commission, in which he states that corrugated galvanized iron pipe has been substituted for reinforced iron pipe on Burns-Lawen Section of Central Oregon Highway, contract is held by Pacific Bridge Co. I enclose herewith letter from Mr. Bennett addressed to C. E. Randels, which is self explanatory.

On my first trip to Burns early in Jan. I was convinced that the pipe was not heavy enough in gauge, and ordered samples sent to Mr. Hall to verify inspection. I enclose herewith copy of letter from Mr. Hall in regard to samples.

A brief summary of the situation would appear to me as follows; The pipe is of lighter gauge, but because the order was taken early, the war time ruling in regard to lighter gauges was allowed, as explained in Mr. Bennett's letter. I trust that this will clarify the situation.

Very respectfully,

R H Baldock

Division Engineer.

RHB/B.

Encl 2.

RECEIVED
MAR 13 1920

COPY.

Salem, Oregon.
Feb. 20, 1920.

Subject: Inspection of culvert pipe.

Mr. C. E. Randels,
Resident Engineer,
Burns, Oregon.

Dear Sir:

In regard to inspection of pipe referred to in yours of Feb. 16th. The pipe was inspected at the plant in Portland, but notification of the same was sent to the wrong party.

Trusting this clarifies this matter, I am,

Very truly yours,

K. S. Hall.

Testing Engineer.

cc R. H. Baldock.

RECEIVED
MAR 1 3 1920

COPY

Pendleton, Oregon.
Dec. 31, 1919.

Mr. C. E. Randels,
Burns, Oregon.

Subject: Corrugated pipe, Burns-Lawen Section.

Dear Sir:

I have yours of Dec. 22nd asking for official permission to allow the Pacific Bridge Co., to install corrugated iron pipe in place of concrete on the Burns-Lawen Section. Our records seem to be confused, but upon application from the Pacific Bridge Co. I recommended to Mr. Nunn that they be allowed to use the metal pipe owing to the cold weather conditions. We are not clear as to when this permission was given, but a letter of Dec. 13th to this office from Mr. Kenneth S. Hall, Testing Engineer, states that he has inspected a shipment of pipe from Hodson-Feenaughty Co. to the Pacific Bridge Co. at Crane. Have written Mr. Hall to advise us of the amount of shipment, size of pipe, etc., that we may recoganize same, but have not heard from him as yet.

If a shipment arrived at Crane after Dec. 13th, it is doubtless the one that was inspected by Mr. Hall. It is the plan hereafter to have all shipments inspected in Portland before sending out. This will relieve us from the responsibility of sending samples. I do not know of any permission granted the Pacific Bridge Co. to use lighter gauge metal. A controversy has arisen over the pipe metals not complying with our specifications.

Mr. Nunn rules that pipe already delivered and orders taken at present should be filled with the material available, but that thereafterinspection will be made and that pipe material should comply with our specifications. Let's take steps to see if this shipment was inspected by Mr. Hall. Please report upon its arrival at Crane, amount of pipe, sizes etc.

Very respectfully,

Manche O. Bennett.

Division Engineer.

MOB/B.

cc Har.

RECEIVED
MAR 13 1920

March 10, 1930.

File P. R. 2nd

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.
Portland, Oregon.

Dear Sir:

Recel t is acknowledged of your letter of March 6th, with reference to the use of corrugated iron culvert pipe on Federal Aid Project No. 15.

The contractor has been allowed to use corrugated iron pipe instead of concrete pipe due to the fact that he claims to have understood that the contract was awarded contemplating the use of iron pipe, that he had ordered the pipe with this understanding, and that a considerable quantity had been delivered before he learned that the contract calling for concrete pipe. This matter was thoroughly investigated by our Division Engineer, and it appearing that the contractor had acted in good faith, and had not intentionally furnished a material other than that called for in the contract, the use of the corrugated iron pipe was recommended and approved. In this connection, we might state that it has been our general practice to consider corrugated iron pipe and concrete pipe upon an equal footing, and we very frequently allow the substitution of one for the other where it appears to be of advantage in the conduct of the work. At this particular time, too, we were experiencing some difficulty in securing a sufficient supply of cured concrete pipe for all of our work.

We have had two analyses made of samples of the pipe delivered for this work. The results are as follows:

| | (1) | (2) |
|---|---|---|
| Carbon | .022 | .030 |
| Phosphorous | .016 | .025 |
| Manganese | .230 | .194 |
| Sulphur | .060 | .023 |
| Silicon | 0.36 | .032 |
| Total Impurities | .328 | .302 |

While these analyses show the impurities to be in excess of the amounts allowed under our specifications,

Un amounts

we do not consider the amounts to be excessive to the extent that they would be detrimental to the pipe. We have for sometime considered that our specifications in regard to quality of material in corrugated iron pipe, are too rigid, and we have been allowing the use of materials containing impurities to the extent of 0.30 per cent. Taking into consideration the usual 0.04% extra allowance on laboratory analyses, you will note that the two samples analysed are acceptable upon this basis.

As regards the pipe not complying with specifications as regards gauge, will say that it has not been reported to us that the pipe does not qualify in this respect. However, on some of our own work in Eastern Oregon, we have permitted the use of 16 gauge pipe for sizes up to and including 24 inch, 16 gauge being considered enough under light fills and dry weather conditions. This was taken as a precedent by some of the contractors and we experienced some difficulty for a time in having this ~~eighteen~~ gauge pipe delivered on work where previous permission had not been granted. To get away from this, we issued instructions in October, 1919, explicitly requiring our engineers to reject pipe of gauges below those specified, except where such pipe had already been delivered, and these instructions have been followed since that time.

For the particular work involved, however, the pipe was on the ground before these instructions were issued, and it is very likely that it is below gauge as stated in your letter. On our own work, we allowed the contractors to go ahead and place such lighter gauge pipe as had been delivered prior to the instructions referred to. We would like to allow the same thing in connection with Project No. 15, but if you insist, we will require the heavier pipe to be furnished. We would like to have you consider, however, that the fills on this project are all very light, and that the twenty-four inch size is the only size which is below your own standards.

We would like to have an early reply from you in regard to this matter in order that it may not be necessary to cause any delay in the progress of the work.

Very truly yours,

[redacted],
State Highway Engineer.

By

Office Engineer.

[redacted]

C.C. to M. O. Bonnett and R. W. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE

REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 15.

PR 15

March 6, 1920.

NOTED
M.N.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

On a recent inspection of Federal Aid Project No. 15, between Burns and Lawen, it was noted that corrugated galvanized iron pipe has been substituted for reinforced concrete pipe on this job.

While the contract as let calls for concrete pipe, there is an alternative bid on corrugated galvanized iron, and it may be that there is some good reason for substitution, but the pipe itself does not appear to come up to the specifications as regards to the gauge of the metal.

Upon inquiry it was learned that samples of this pipe have been submitted to your office for test, and while no laboratory report was obtainable on the ground, it was admitted that the 18 inch and 24 inch pipe was not of the specified gauge.

Will you kindly furnish this office with the report on these tests before the pipe is allowed to be incorporated in the work.

Yours very truly,

W. H. Purcell

District Engineer,

Form 103.

# Oregon State Highway Commission

NOTED H.N.

Report of Abrasion Test.

Lab. No. 137

Field No. HD 1577

Date reported March 9-1920

County Harney

Material Gravel.

Job Burns-Lawen

Mechanical Analysis.

| | | | | | |
|---|---|---|---|---|---|
| Passing the 1" and | " | | Retained on the 1" | - - - | 8.6% |
| " " 1" | " | " | " " 3/4" | - - - | 10.0" |
| " " 3/4" | " | " | " " 1/2" | - - - | 9.1" |
| " " 1/2" | " | " | " " 1/4" | - - - | 22.2" |
| " " 10 | " | " | " " 10 | - - - | 18.5" |
| " " 30 | " | " | " " 30 | - - - | 25.9" |
| " #100 | " | | "2 " 100 | - - - | 4.8" |
| | | | | - - - | 0.9" |
| | | | | | 100.0" |

Abrasion per cent wear - - - 10.8

Specific gravity - - - 2.67

This material is too soft for use in macadam, but might be used for a short lived road surface.

Testing Engineer.

cc Office
R.H.Baldock
C.E.Randels.

FORM 8A 8M-6-19

S. BENSON, PORTLAND, CHAIRMAN
WM. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Burns, Oregon, March 6-1920

Subject: Progress of work

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

Have finished all of the field work on the Well Hill Market Road, a distance of 12 and 2-3 miles. Took five full days to do the job.

There has been no gravel spread on the highway yet as the Pacific Bridge Co. has spent two days graveling a road to the Highway from the pit and found it too soft to use . They say they will begin hauling on Monday and try out their plan of handling the gravel.

The trucks are unable to haul more than 2and 1-2 yards of gravel at a load on account of its great weight.

One grader has worked four days this week on the grade and there are two 4 up fresnes stripping on the gravel pit.

As yet progress on all of the work is very slow.

Am retutning by mail your copy of "Highway Engineers' Handbook with many thanks for the use of it. My copy came in todays mail and shall find it very useful in this work.

Very respectfully,

C. E. Randels

Resident Engineer

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

19

March 5, 1920.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
Baker, Oregon.

My dear Sir:

Replying to your favor of the 1st inst. beg to say that we fully realize the necessity of doing everything possible to expedite the work on the Burns-Lawen grading and gravelling contract, even to the extent of attempting grading in advance of the frost leaving the ground.

As to the loading equipment, I fully agree with you that a capacity of 250 cu. yds. per day is necessary, and we shall certainly be greatly disappointed if the equipment provided, when in proper working order, does not exceed this.

On our long boom floating equipment a one yard bucket has dug from the River bottom between eighty and one hundred cu. yds. per hour, and with the shorter swing and much less hoist on this rig, we should easily do better than 250 cu. yds. per day; and if we cannot, something more efficient will be provided, although I can see no reason to believe that this will be necessary.

Very truly yours,

C. F. Swigert

President

CFS/CM

FORM 4 1000-11-19

HERBERT NUNN
State Highway Engineer

B. BENSON, PORTLAND, CHAIRMAN
N. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, Secretary and Assistant Engineer

NOTED
H.N.

P.R. #15

# OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Oregon.
Mar. 1, 1920.

RECEIVED
MAR 3 1920
ENGINEER

In re: 13-VA.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reply to your letter of the 16th, ult., relative to condition of work under contract by Pacific Bridge Co., on Burns-Lawen Section of Central Oregon Highway, will advise that I made a personal investigation of the situation on Feb. 24th.

The work was shut down the 1st week in Dec. because of inclement weather. On my first visit on Jan. 15th, all operations were suspended, but a chinook wind had visited this territory and indications were that the work would be resumed in a few weeks. Mr. Allen, Supt., promised me to get action as soon as possible. They re-opened grading operation on Feb. 21st, and graveling Mar. 1st. I believe they could have started at least a week sooner and so informed Mr. Allen, also, stated that we would not tolerate any unnecessary delays or incompetency in handling work on their contract. I believe Mr. Allen realizes the seriousness of the situation, and apparently he is making an effort to hasten the progress of the construction.

However, I will take this opportunity to state that I do not believe the loading equipment will handle an output sufficient to clean up the work in a reasonable time. There is but one pit available on the job, and it is under water. They plan to load bunkers with clam shell operated by steam shovel. I told Mr. Allen that we would give the equipment a fair trial but if they were not able to handle sufficient output, I would expect him to advise Mr. Swigert immediately, suggesting that he appear personally on the ground and make adequate plans for providing necessary equipment to get the work done in a reasonable time. Mr. Randles, Resident Engineer, will keep me advised of the situation, and I will return in a couple of weeks to look over the progress. In case the present equipment does not prove satisfactory, I believe it will be necessary to install drag lines.

I believe we should give give this work our very close attention and insist that it be expedited in every possible way. The people of Harny County, including the County Court, do not feel that the Highway Commission have made a very good showing on this work, and it is imperative that we finish contract in the shortest time possible.

Noted
SSP
1

ert Nunn #

3/1/20.

If they put out 250 yds. per day for a month of 25 working days, it will require approximately five months to complete contract. Adequate equipment should allow them to at least equal this amount as the days become longer they can put on two 8 hr. shifts, and increase output accordingly.

Will advise you that C. E. Randles, Resident Engineer, is a very competent man and well qualified to handle the situation, and I assure you that I will give this job my attention, and tolerate no unnecessary delays.

Very respectfully,

R H Baldock

RHB/B.

Division Engineer.

Baker, Oregon.
Mar. 1, 1920.

In re: Burns-Lawen Grading and Graveling.

Pacific Bridge Co., Attention Mr. Swigert.
Foot East Salmon St.,
Portland, Oregon.

Dear Sir:

I have just completed an inspection trip over the Burns-Lawen Section, on which you have a contract for grading and graveling.

I note that your contract time limit expired Dec. 31st, ult., and the work is less than 20 per cent complete. I trust you will realize the seriousness of the situation and put forward every effort to expedite the work.

I doubt that the loading equipment which you plan to use will give a sufficient output to complete the work in reasonable time, and told Mr. Allen that we would give the equipment a fair trial, but that if it was unsatisfactory would expect him to get immediate touch with you, requesting your personal attention and the installation of adequate equipment forth with.

To complete the work in these next five months you will be required to plan 250 cu. yds. daily in a working month of 25 days. With proper equipment you should be able to realize this output. 33,000 yds. of gravel remain to be placed.

Very respectfully,

RMB/B.

Division Engineer.

cc Herbert Nunn.

RECEIVED
MAR 3 1920

Baker, Oregon.
Mar. 1, 1920.

In re: Burns-Lawen Grading and Graveling.

Pacific Bridge Co., Attention Mr. Swigert.
Foot East Salmon St.,
Portland, Oregon.

Dear Sir:

I have just completed an inspection trip over the Burns-Lawen Section, on which you have a contract for grading and graveling.

I note that your contract time limit expired Dec. 31st, ult., and the work is less than 20 per cent complete. I trust you will realize the seriousness of the situation and put forward every effort to expedite the work.

I doubt that the loading equipment which you plan to use will give a sufficient output to complete the work in reasonable time, and told Mr. Allen that we would give the equipment a fair trial, but if it was unsatisfactory would expect him to get in touch with you, requesting your personal attention and the installation of adequate equipment forthwith.

To complete the work in these next five months you will be required to place 250 cu. yds. daily in a working month of 25 days. With proper equipment you should be able to realize this output. 33,000 yds. of gravel remain to be placed.

Very respectfully,

RHB/B.

Division Engineer.

cc Herbet Nunn.

11 Ore.

Baker, Oregon.
Mar. 1, 1920.

In re: 15-PA.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reply to your letter of the 16th, ult., relative to condition of work under contract by Pacific Bridge Co., on Burns-Lawen Section of Central Oregon Highway, will advise that I made a personal investigation of the situation on Feb. 24th.

The work was shut down the 1st week in Dec. because of inclement weather. On my first visit on Jan. 15th, all operations were suspended, but a chinook wind has visited this territory and indications were that the work would be resumed in a few weeks. Mr. Allen, Supt., promised me to get action as soon as possible. They re-opened grading operation on Feb. 21st, and graveling Mar. 1st. I believe they could have started at least a week sooner and so informed Mr. Allen, also, stated that we would not tolerate any unnecessary delays or incompetency in handling work on their contract. I believe Mr. Allen realizes the seriousness of the situation, and apparently he is making an effort to hasten the progress of the construction.

However, I will take this opportunity to state that I do not believe the loading equipment will handle an output sufficient to clean up the work in a reasonable time. There is but one pit available on the job, and it is under water. They plan to load bunkers with clam shell operated by steam shovel. I told Mr. Allen that we would give the equipment a fair trial but if they were not able to handle sufficient output, I would expect him to advise Mr. Swigert immediately, suggesting that he appear personally on the ground and make adequate plans for providing necessary equipment to get the work done in a reasonable time. Mr. Randles, Resident Engineer, will keep me advised of the situation, and I will return in a couple of weeks to look over the progress. In case the present equipment does not prove satisfactory, I believe it will be necessary to install drag lines.

I believe we should give give this work our very close attention and insist that it be expedited in every possible way. The people of Harny County, including the County Court, do not feel that the Highway Commission have made a very good showing on this work, and it is imperative that we finish contract in the shortest time possible.

3/1/20.

If they put out 250 yds. per day for a month of 25 working days, it will require approximately five months to complete contract. Adequate equipment should allow them to at least equal this amount as the days become longer they can put on two 8 hr. shifts, and increase output accordingly.

Will advise you that C. E. Randles, Resident Engineer, is a very competent man and well qualified to handle the situation, and I assure you that I will give this job my attention, and tolerate no unnecessary delays.

Very respectfully,

RHB/B.

Division Engineer.

C. F. SWIGERT H. C. CAMPBELL GEO. W. SIMONS

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

March 1, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

My dear Mr. Nunn:

Mr. Allen has sent in from Burns the enclosed letters which I am sorry to take up your time with, but perhaps in justice to these men they should be submitted.

In addition to the letter received by you I have had one addressed to the Company and one was sent to Mr. Benson, which Mr. Rosenthal passed on to us. All were written on the same typewriter and in exactly the same style as yours; clearly all by the same person, who is not the wife of a truck driver but is someone who is trying to start something, as is clearly indicated by the letter to the Governor. I am sorry to trouble you with all this but in some respects it may prove entertaining.

We are starting actively on the grading although there is still 6" of frost in the ground, and we are also ready to start gravel digging in the new pit as soon as conditions permit, which we hope will be this week although the weather at night is still very cold, the temperature in our last report being only 10 above zero at 7 A.M. and 55 above at mid-day, which makes a very difficult condition.

Very truly yours,

C. F. Swigert

President

Encl.
CFS/CM

Bet's Office Copy

# Field Engineer's Weekly Report.

Burns-Lawen

Central Oregon
Harney

February 28 20
Feb 22 Feb 29
13 PA

2

Burns, Oregon
Box #245 Burns Express + freight via Crane, Oregon

Pacific Bridge Co began grading with one Caterpillar and an elevator excavator between Sta #300 + 1330 on Feb 23 Drove to Crane for Dist Engr Baldock P.M 23rd - Walked one Drukhalli location Crane - Lawen, changed some pipe openings + grade line on several places. Decided to put 4 degree curves in place 20° Stopped + watched the 2 elevator graders at work, considerable frost. 25th Went over Wrights Point Market Road + Well hill market road with Hass, McKinnon (County Com.) + Mr Baldock who ordered Well Hill location made at once Measured stripping done by Jake Axeltacker + told Allen to work graders to Sandy soil to get away from frost. 27th Noted W. E Price as Chainman #120.00 Flat Had Paul H. Krueger as chainman #120.00 Flat. Put on works grader at 5 11 to 5 30 throwing up 6" frost + told Foley to move to Sta #600. P.B.Co find town + dipper too heavy for shovel + are putting weights on back of steam shovel is not ready to spread gravel before frost q work. Went to Crane 27th and have line Sta 0 to Sta 508+325 - new + inexperienced men + both did well - returned to Burns Sunday

C. E. Landels
Res Engr

February 27, 1930

P.R 14

Mr. O.H. Randels,
Burns, Oregon.

Dear Sir:

Her with I am sending you a copy of a letter from the Pacific Bridge Company, regarding tractor rental and am also enclosing their time report on the two tractors for the months of December and January. Kindly check this report with your own record and return same with a report on February service of the tractors.

With reference to paragraph two of the enclosed letter, we have agreed to make a deduction when, due to bad weather, it is impossible to use the tractors for a continuous period of not less than two weeks. However, this is not intended to apply to idleness while repairs are being made, as we would thereby encourage a certain amount of idleness for which we are not responsible.

Answering your letter of the 5th inst., we are under agreement to furnish repair parts for the tractors free of charge to the contractor, but are not responsible for transportation or labor incident to the installation of same on the machines. Neither will we allow any bills for other labor spent in the upkeep of the tractors. In short, we are to furnish all necessary repair parts, free of charge to contractor, F.O.B. Salem, or other shipping point, and he is to bear all other cost of using the tractors. Under these conditions, as compared with others who have leased the same kind of machine from us on the established terms, he is benefited to the extent of the cost of the parts required.

At the time the Pacific Bridge Company made arrangements for the use of the first one of the tractors (No.8) that they are now using, no others had yet been let, nor had the terms on which they could be let as a regular thing been determined. For that reason, and only on an experimental basis, they were offered the repair parts free of charge as stated above.

This department does not have a regular man whose special duty is to keep the Holt tractors in repair.

RVH/H
Encl.
cc W.H.Curtis

Yours respectfully,
HERBERT NUNN,
State Highway Engineer.
By

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
F[illegible]. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Subject: Express & repair of parts for Caterpillars #8-#9

Burns, Oregon, Feb., 7-1920

Mr. Herbert Nunn,

State Highway Engineer

Salem, Oregon

Dear Sir:

I would like to know whether the State or the Pacific Bridge Company should pay the express and the drayage charges from Crane to Burns on parts ordered by me for State Caterpillars #8 &#9 which are rented to the Pacific Bridge Co?

Will the State allow such charges for the repair of parts as are shown on the enclosed bill or is that a matter for the Contractor to settle?

Has the State a Holt Mfg. Co., repair man to over haul their Caterpillars while in storage and if so, what charge will be made the Contractor here.

Thanking you for this needed information,

Very respectfully,

O. E. Randels

Resident Engineer

cc. Mr. R. H. Baldock
Baker, Oregon

Baker, Oregon.
Feb. 2, 1920.

In re: Grade Changes Burns-Lawen Section.

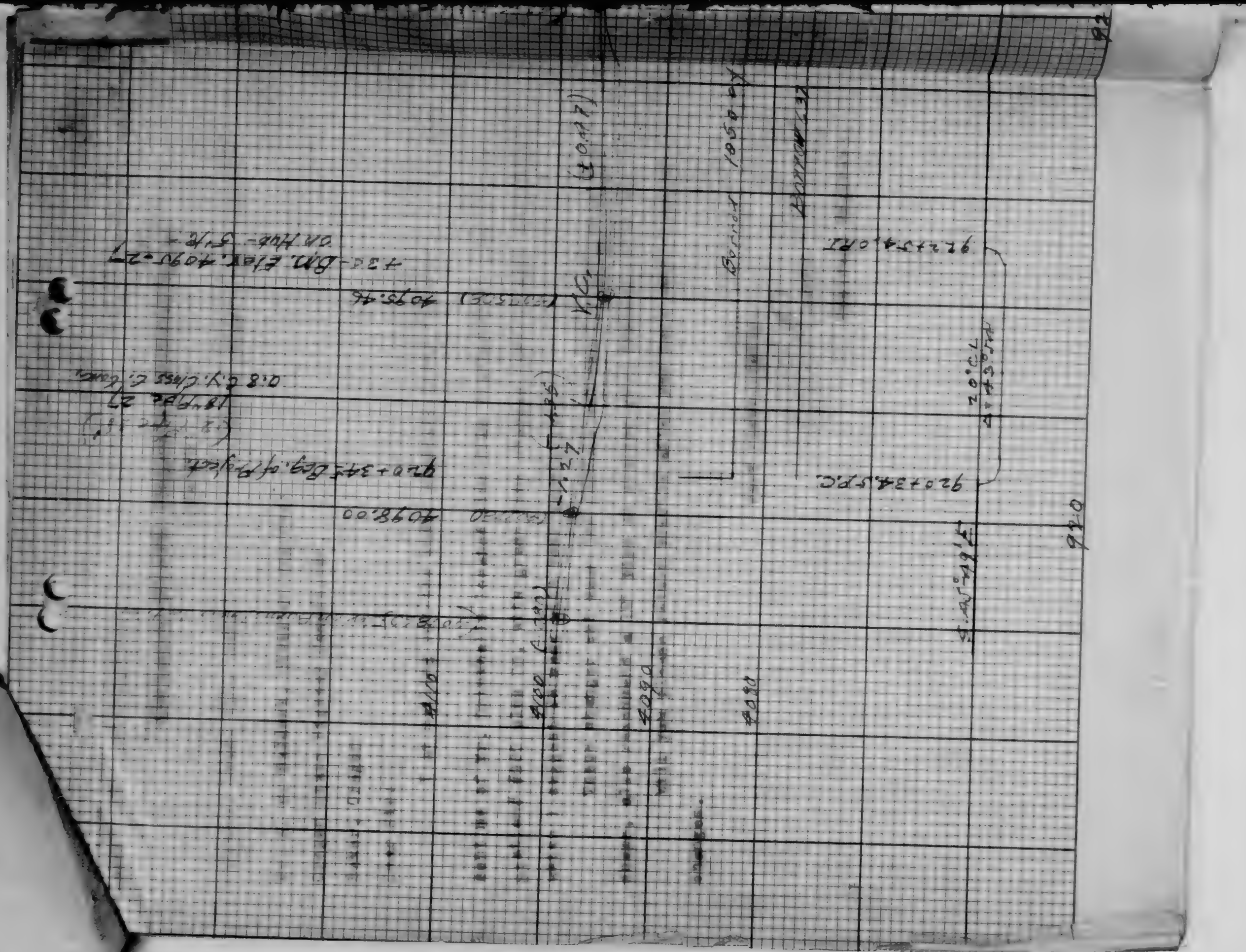
Mr. C. B. Handles,
Resident Engineer,
Burns, Oregon.

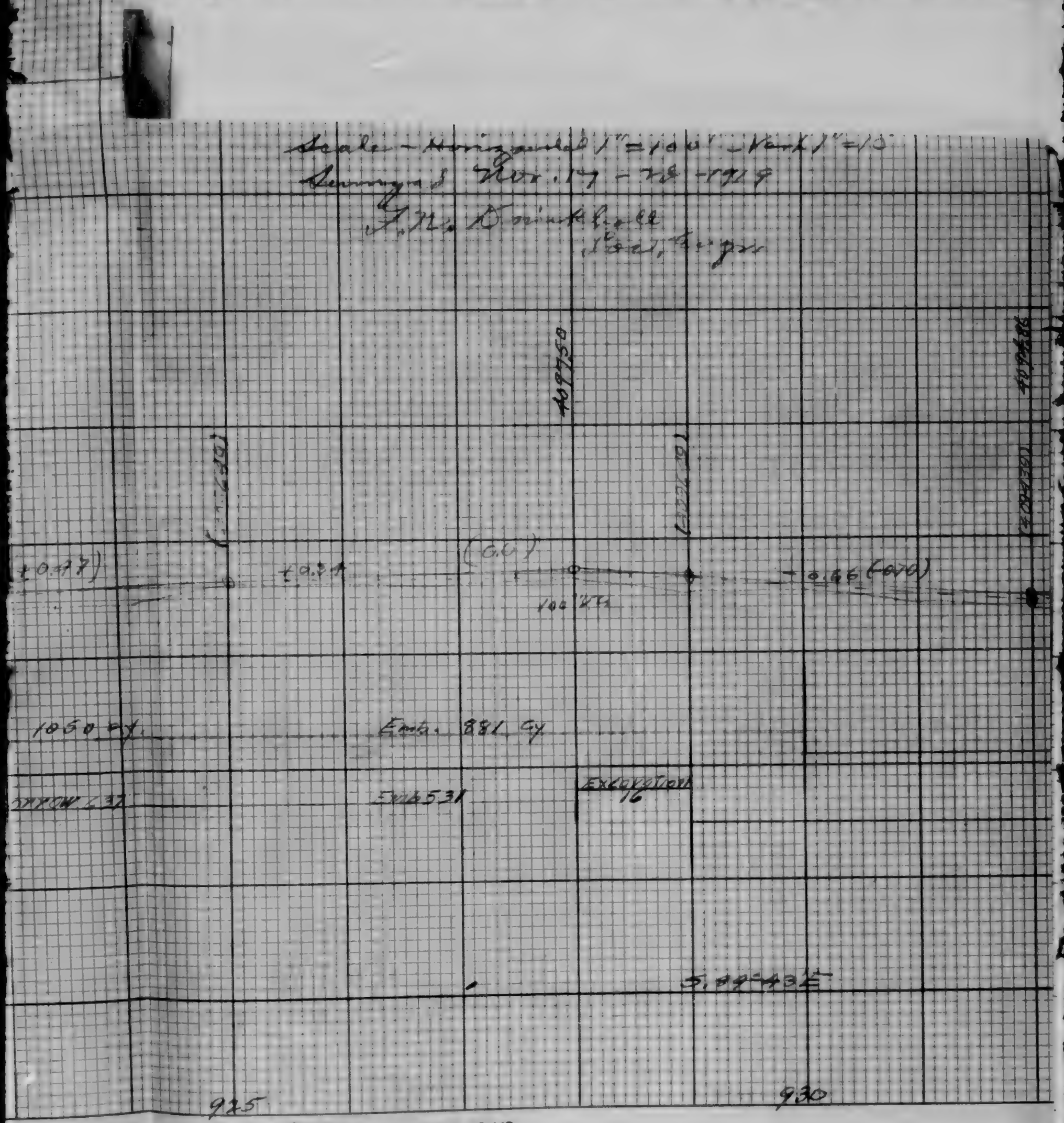
Dear Sir:

In reply to yours of the 26th, inst., relative to grade chnages, Sta. 920 + 45 to 960 + 00, will adivse that the grade proposed is in my opinion too low. In view of the low flat ground in that section would recommend you use Drinkhall's grade.

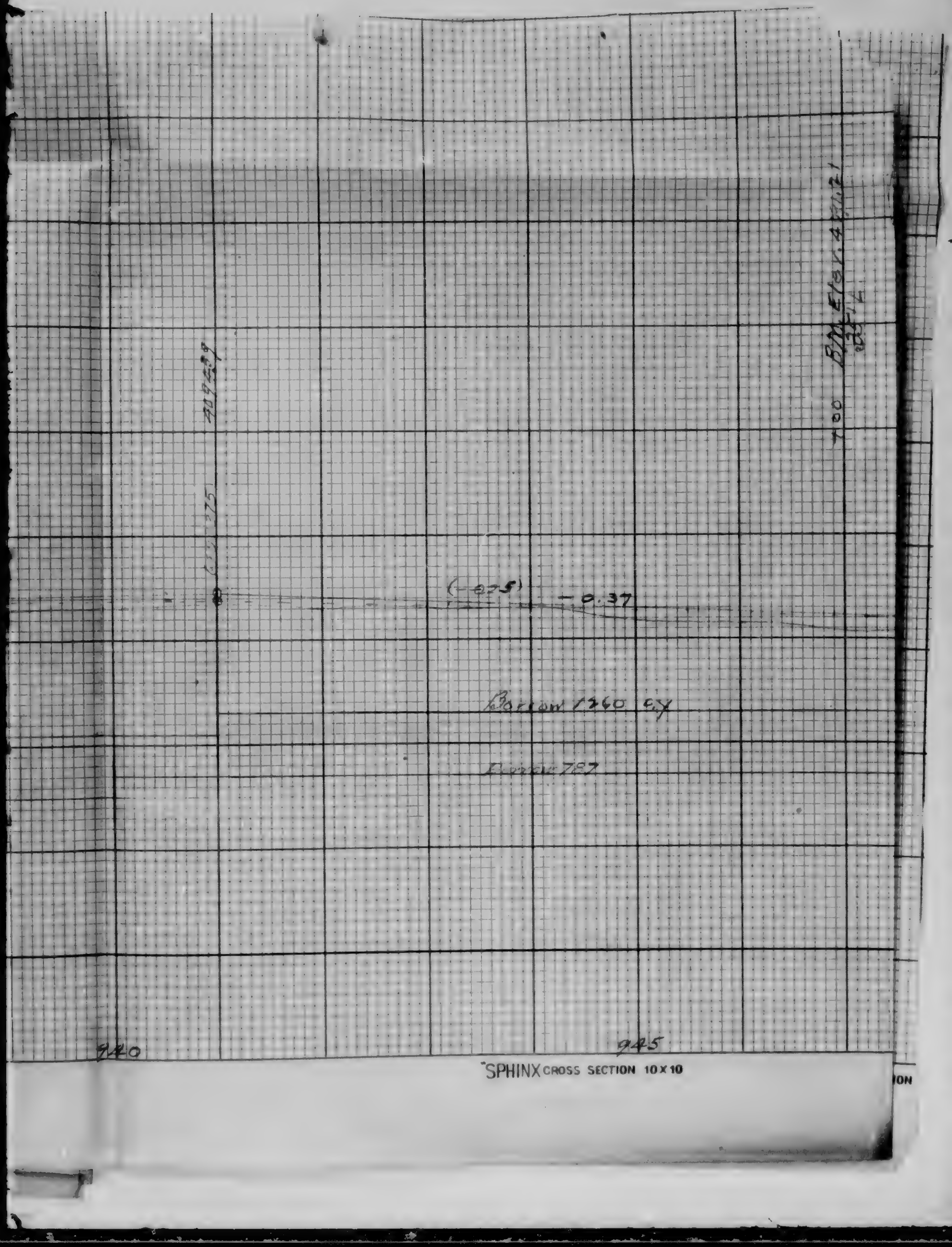
Very respectfully,

RHB/B. Division Engineer.


92+374 PI
92+340 SPC
92+434 SPT
Tangent
Tangent
Curve
Curve
Curve




"SPHINX CROSS SECTION 10 X 10


Borrow 1260 c.y.
Fill 787
940
945
SPHINX CROSS SECTION 10 X 10

Clearing 7 acres

Excavation 6444 c.y. Common

Pipe 12" 109 lin. ft.

18" 30 lin. ft.

Concrete 5 c.y.

(0.73)

+0.46

(0.0)

-0.22

Elev. 1091 c.y.

Elev. 636 c.y.

Elev. 580

Farrow 1050 c.y

950

"SPHINX CROSS SECTION

HERBERT NUNN
STATE HIGHWAY ENGINEER

...SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Subject; Grade line change

Burns, Oregon, Jan., 26-1920

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Commission,
Baker, Oregon

Dear Sir:

I am mailing you-the under seperate cover the profile that you sent me of Mr. Drinkhalls located line from Station #920 plus 45 to Station# #960 plus 00, with grade line changes indicatedin parenthesis which I suggest be made with your permission.

These changes cut down the yardage and fit the ground in good shape, also recommend a 12" pipe at station #921 instead of an 18" pipe.

Will you please return profile after you have considered my changes.

Very respectfully,

C. E. Randele

Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

# EARTH WORK COMPUTATION SHEET

Section ... Line ... Sheet No. 2

Highway ... Computed by ... Date 4/26/1920

County ... Checked by ... Date ...

| STATION NUMBERS | Ground Elev. | Center Cut or Fill | Grade Elev. | AREAS Cut | AREAS Fill | Distance Station to Station | VOLUMES Excavation | VOLUMES Excavation Sub-totals | VOLUMES Embankment | VOLUMES Embankment Sub-totals | CLASSIFICATION Per cent | CLASSIFICATION Common | CLASSIFICATION Inter. | CLASSIFICATION Rock |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 950 | 91.7 | | | | | | | | 17 | | | | | |
| 51 | 92.2 | | | | | | | | | | | | | |
| 52 | 92.7 | | 95 | | | | | | 25 | | | | | |
| 53 | 92.2 | | 93.00 | | | | | | | | | | | |
| 54 | 92.6 | | 93 | | | | | | 34 | | | | | |
| +70 | 92.9 | | 93 | | | | | | 7 | | | | | |
| 55 | 91.8 | | 93 | | | | | | 69 | | | | | |
| 56 | 91.8 | | 93.00 | | | | | | 79 | | | | | |
| +50 | 92.0 | | 93.00 | | | | | | 35 | | | | | |
| 57 | 93.2 | +0.2 | 93.00 | | | | 15 | | | | | | | |
| 58 | 92.7 | | 93.00 | | | | | | 10 | | | | | |
| 59 | 91.8 | -1.0 | 92.98 | | | | | | 87 | 581 | | | | |
| 960 | 91.8 | | 92.00 | | | | | | 18 | | | | | |

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

# EARTH WORK COMPUTATION SHEET

[illegible] Line ..... Sheet No. 1

[illegible]ghway [illegible] Computed by C E Randels Date 1/26-1920

County Hamlet Checked by H G K Date

| STATION NUMBERS | Ground Elev. | Center Cut or Fill | Grade Elev. | AREAS Cut | AREAS Fill | Distance Station to Station | VOLUMES Excavation | VOLUMES Excavation Sub-totals | VOLUMES Embankment | VOLUMES Embankment Sub-totals | CLASSIFICATION Per cent | CLASSIFICATION Common | CLASSIFICATION Inter. | CLASSIFICATION Rock |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 920 | | | [illegible] | | | | | | | | | | | |
| 920+[illegible] | [illegible] | -.37 | 109733 | | | | | | 40 | | 41 | | | |
| 921 | 95.1 | -1.4 | 96.15 | | | | | | 100 | | 5 | | | |
| 922 | [illegible] | -0.6 | [illegible] | | | | | | 51 | | 36 | | | |
| 923 | [illegible] | 1.0 | [illegible] | | | | | | 87 | | 28 | | | |
| [illegible] | [illegible] | -.23 | 96.02 | | | | | | 116 | | 10 | | | |
| 925 | [illegible] | -0.4 | [illegible] | | | | | | 34 | | | | | |
| 926 | [illegible] | 0.1 | [illegible] | | | | | | [illegible] | | 25 | | | |
| 927 | 96.1 | -0.4 | [illegible] | | | | | | 34 | | 60 | | | |
| + 58 | 96.2 | -.13 | [illegible] | | | | | | 15 | | 15 | | | |
| [illegible] | [illegible] | +0.1 | 9649 | | | | 10 | | | | 106 | | | |
| 929 | 95.3 | -1.2 | [illegible] | | | | | | 106 | 537 | 25 | | | |
| 930 | 96.6 | -0.2 | [illegible] | | | | | | 17 | | | | | |
| 931 | 93.3 | -0.8 | 95.09 | | | | | | 69 | | | | | |
| 932 | 93.7 | -.07 | 94.39 | | | | | | 60 | | | | | |
| 933 | 93.8 | -1.1 | 94.53 | | | | | | 125 | | | | | |
| 934 | 92.4 | -1.7 | 94.07 | | | | | | 155 | | | | | |
| 935 | 92.5 | -1.4 | 93.91 | | | | | | 125 | | | | | |
| 936 | 92.9 | -0.9 | 93.75 | | | | | | 78 | | | | | |
| 937 | [illegible] | [illegible] | 9375 | | | | | | 51 | | | | | |
| 938 | [illegible] | [illegible] | 9375 | | | | | | 60 | | | | | |
| 939 | [illegible] | [illegible] | 9375 | | | | | | 78 | 818 | | | | |
| 940 | 93.1 | [illegible] | 9375 | | | | | | 60 | | | | | |
| 41 | 93.5 | .3 | 9375 | | | | | | 25 | | | | | |
| 42 | 93.1 | .4 | 9350 | | | | | | 34 | | | | | |
| 43 | 93.2 | [illegible] | 9325 | | | | | | [illegible] | | | | | |
| 44 | 93.0 | .0 | 9300 | | | | | | 20 | | | | | |
| 945 | 91.9 | .1 | 9275 | | | | | | 73 | | | | | |
| 46 | 91.5 | -1.0 | 92.50 | | | | | | 97 | | | | | |
| 47 | 92.4 | .4 | 92.25 | | | | | | 125 | | | | | |
| 48 | 92.7 | -1.1 | 92.00 | | | | | | 97 | | | | | |
| 49 | 90.7 | -1.9 | 92.33 | | | | | | 125 | 656 | | | | |

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

# EARTH WORK COMPUTATION SHEET

Line L Sheet No. 2

Highway [illegible] Computed by [illegible] Date 12/17/[illegible]

County [illegible] Checked by [illegible] Date

| STATION NUMBERS | Ground Elev. | Center Cut or Fill | Grade Elev. | AREAS Cut | AREAS Fill | Distance Station to Station | VOLUMES Excavation | VOLUMES Excavation Sub-totals | VOLUMES Embankment | VOLUMES Embankment Sub-totals | CLASSIFICATION Per cent | CLASSIFICATION Common | CLASSIFICATION Inter. | CLASSIFICATION Rock |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 91.2 | -1.2 | 90.0 | | | | | | 105 | | | | | |
| 51 | 92.2 | -1.2 | 93.4 | | | | | | 135 | | | | | |
| 52 | 92.7 | -1.- | 93.7 | | | | | | 70 | | | | | |
| 53 | 93.2 | -1.0 | 94.2 | | | | | | 100 | | | | | |
| 54 | 92.6 | -1.7 | 94.3 | | | | | | 74 | | | | | |
| +70 | 92.9 | -1.- | 93.9 | | | | | | 41 | | | | | |
| 55 | 91.8 | -2.0 | 93.8 | | | | | | 175 | | | | | |
| 56 | 91.8 | -1.2 | 93.0 | | | | | | 78 | | | | | |
| +50 | 92.0 | -1.5 | 93.5 | | | | | | 35 | | | | | |
| 57 | 93.2 | -0.1 | 93.1 | | | | | | 17 | | | | | |
| 58 | 92.9 | 0.2 | 93.1 | | | | | | 60 | | | | | |
| 59 | 91.8 | -1.- | 92.8 | | | | | | 87 | | | | | |
| 60 | 91.8 | -0.9 | 92.7 | | | | | | 135 | 878 | | | | |

FORM A 1936-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Subject: Stripping for gravel

Burns, Oregon, Jan., 29-1920

Mr. R. H. Baldock, Division Engineer
Oregon State Highway Commission

Baker, Oregon

Dear Sir:

I have two men digging test pits for gravel and not yet found sufficient gravel to warrant stripping near Station #551.

The contractor expects to begin finishing the stripping of the old gravel pit which lays between Station #203 and Station #217 the first of the week.

The weather is like spring, frost out of the ground and roads to Ca Crane almost impassable. Over 200 cases of Influenza here, but in most cases mild but all houses are under quarantine where cases are reported.

Very respectfully,

C. E. Randels

Resident Engineer

Burns-Lawen Estimates

Baker, Oregon.
Jan. 15, 1920.

Subject: Estimate Burns-Lawen Section.

Mr. C. E. Randles,
Resident Engineer,
Burns, Oregon.

Dear Sir:

Referring to your estimate No. 4, to Jan. 10th, 1920. Burns-Lawen Section, Central Oregon Highway.

I have corrected your estimate as follows: Line three common excavation shown as 4222.1 corrected to read 4222.0.

Totals for common excavation on both estimate and summary sheet being one tenth too small to cover correct footing. I have changed this one item in body of estimate instead of all footings for summary sheet and estimate.

Please correct your copy to agree.

Yours truly,

RAT/B. Division Engineer.

Salem, Oregon, January 14, 1920, 19

Pacific Bridge Co.,

Burns, Oregon.

## To OREGON STATE HIGHWAY COMMISSION, Dr.

| | | |
|---|---|---|
| 1919 | | |
| 9/16-11/29 | To 2 14/30 Months rental on our Truck #279 @ $300.00 per month | 740.00 |
| 9/14-12/31 | 3 17/30 Months Rental on our Tractor #8 @ $300.00 per month | 1070.00 |
| 10/22-12/31 | 2 10/31 Months Rental on out Tractor #9 @ $300.00 per month | 696.77 |
| | | $2506.77 |
| | Less deduction for bills of December 3rd. | 142.35 |
| | | $2364.42 |

RECEIVED FEB 9 1920

The above amount is to be deducted from Contractor's estimate on 13 PA. Contract No. 174.

Burns-Lawen
Central Oregon
Harney

January 3
Dec 28-'19 Jan 4-'20

4

Burns-Oregon
Box 245 Burns-Freight-Express Crane, Oregon

Corrugated Iron Pipe arrived + was distributed by Contractors along right of way 29th.
Stripping going slowing as only using 4 fresnos and horses are small. Used #9 Caterpillar + Scarifier Prospected along Patterson Butte where Adam George said he would show us gravel but as yet located none.
Stake culverts 00+00 to Station #542
Pacific Bridge broke ordinance pintle for Caterpillar + had use drive for one Jan 2nd.
Set slope stakes beginning with Station #479
Caterpillar #9 + one blade scraping of snow and clearing sage brush from right of way.
Excavation not here yet. Trucks began Jan 2 to grade road for County.
Weather has been clear + mild all week.
Estimate about 1100 Cubic Yds of dirt moved where they are stripping for gravel.
Mr Randels to Salem Thursday Jan 1-1920

W J Randels
Computer

CONTRACTS# 172, 191, 210, 211, 295, 609

PR-6 Unit 2, Sarvice Cr.-Valades 1920-1922
Ranch, John Day Hwy.
III 3

172, 191, 210, all, 295, 609

PR6
#2

November 24, 1922

Metzger & Johnson,
Roseburg, Oregon.

Gentlemen:

I am handing you herewith four copies of the contract and bond for the construction of Unit No. 2 of the Service Creek-Valadez Ranch Section of the John Day Highway in Wheeler County, our contract No. 609.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

IM
Encls.

November 23, 1922.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR - 6 #2

Gentlemen:

Herewith we are enclosing six (6) copies of estimate as a basis for Project Agreement on the Surfacing of Unit #2 of the Sarvice Creek-Valadez Ranch Section, Oregon Project #6.

Very truly yours,

HERBERT HUNN
State Highway Engineer

By

Office Engineer.

Dict. by J. W. De Souza

ER

enc

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 8

## UNIT 2 OF THE BATTLE CREEK - VALLEY RANCH SECTION
## OF THE JOHN DAY HIGHWAY IN CROOK COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

12.1 Miles of Surfacing — Salem, Oregon, November 23, 1932.

| | | | | |
|---|---|---|---|---|
| 45 | cu.yds | Class "A" Concrete | $ 30.00 | $ 1,350.00 |
| 4,000 | Lbs | Metal Reinforcement | .10 | 400.00 |
| 9,460 | cu.yds | Crushed Gravel Top Course | 1.85 | 17,482.50 |
| 10,450 | cu.yds | Crushed Gravel Base Course | 1.67 | 17,451.50 |
| 1,200 | cu.yds | Filler | .50 | 600.00 |
| | | Sub-total | | $ 37,284.00 |
| | | 10% Engr. & Cont. | | 3,728.40 |
| | | Total | | $ 41,012.40 |

| | |
|---|---|
| State Funds Available | $ 15,938.76 |
| Federal Aid Requested | 25,073.64 |
| | $ 41,012.40 |

Combined Estimates (Completed and reopened)
Length(re-opened section12.1 miles) Total Project 49.25 mi.
Estimated Cost - $ 883,361.34
Federal Aid Recommended - $ 389,141.94
Estimated Cost per mile - $ 9,464.45

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

RECEIVED
NOV 20 1922
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING,
PORTLAND, OREG.

November 15, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of papers relative to the re-opening of Oregon 6, Unit 2, for the purpose of surfacing with crushed gravel. We are to-day forwarding these papers with our recommendation for approval. Our recommendation is made with the request that preparation of modified agreement be deferred until estimate based on contract prices is submitted.

We are attaching herewith for your files one copy of estimate of completed work, and one copy of estimate of new work. These were rewritten in this office.

Very truly yours,

C. H. Purcell

District Engineer.

Enclosure

gon State Highway Department — Project No. 6

John Day River Highway, Service Creek-Valadez Ranch Section, Grant and Wheeler Counties, length 49.25 miles, grading and bridges.

Estimate of original work done, based on Final Voucher covering work ending October 30, 1921, and paid on April 1, 1922.

| | |
|---|---|
| Sub-total for grading - - - - - - - | $631,926.39 |
| " " " bridges - - - - - - | 122,192.86 |
| Engineering & Contingencies - - - | 87,229.69 |
| Total construction cost - - - | $841,348.94 |
| Federal aid paid - - - - - - | 364,068.30 |

Federal aid paid per mile, including bridges over 20-foot span - $7,392.85

State Highway Department — Project No. 6

Surfacing on Unit 2 of the Service Creek-Valadez Ranch Project on the John Day Highway in Wheeler and Grant Counties
(Estimate with special provisions. Not as basis for Project Agreement)

12.1 Miles of Surfacing — Salem, Oregon, November 10, 1922.

| | | | | |
|---|---|---|---|---|
| 45 | cu.yds. | Class "A" Concrete | 30.00 | $ 1,350.00 |
| 4,000 | lbs. | Metal Reinforcement | .10 | 400.00 |
| 9,450 | cu.yds. | Crushed Gravel, top course | 2.00 | 18,900.00 |
| 10,450 | " | " " base " | 1.90 | 19,855.00 |
| 1,200 | " | Filler | .40 | 480.00 |
| | | | Sub-total | $ 40,985.00 |
| | | | 10% E.& C. | 4,098.50 |
| | | | Total | $ 45,083.50 |

State Funds available - - $17,520.93
Federal aid requested - - 27,562.57
45,083.50

Combined estimate (Completed and reopened)
Length (Reopened section 12.1 miles) Total project 49.25 miles.
Estimated cost - $386,432.44
Federal aid recommended - $391,630.87
Estimated cost per mile - 20,809.32
Federal aid recommended per mile - $9,670.14

November 15, 1922.

Bureau of Public Roads,
Portland, Oregon.

PR 6 #2

Gentlemen:

It is proposed to construct a gravel surfacing on Unit 2 Sarvice Creek - Valadez Ranch Section, and in order to secure Federal Aid on this work, it is requested that Project No. 6 be re-opened.

As Exhibits on the work, we are enclosing herewith, four copies of special provisions, ~~tabulation of~~ surfacing section and plans for bridge at Station 909, and six copies of unit price analysis and surfacing estimate. We are also enclosing tabulations showing the previous construction costs and the total estimated cost of Unit 2, including the surfacing.

As this is the first project which we have re-opened, and as the matter is rather complicated, we trust that the method which we have used is correct, but in case we have worked up the statement upon the wrong basis, we would be very pleased to furnish such other information as you may desire.

Very truly yours,

HERBERT HUEY,
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSouza.

AP
Encl.

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 6

## ANALYSIS OF ESTIMATED SURFACING PRICES ON UNIT No. 2

### Top Course Materials

| | |
|---|---|
| Royalty | $ .05 |
| Excav. and Crushing | .85 |
| Hauling (2 Mi. @ .25¢) | .50 |
| Spreading and finishing | .20 |
| Supt. and Overhead | .15 |
| | $ 1.75 |
| 15% Profit | .25 |
| Estimated price | $ 2.00 |

### Base Course Materials

| | |
|---|---|
| Royalty | $ .05 |
| Excav. and Crushing | .75 |
| Hauling (2 Mi. @ .25¢) | .50 |
| Spreading and Finishing | .15 |
| Prep. of Subgrade | .05 |
| Supt. and Overhead | .15 |
| | $ 1.65 |
| 15% Profit | .25 |
| Total | $ 1.90 |

Oregon State Highway Department — Project No. 6

Surfacing on Unit 2 of the Sarvice Creek-Valsetz Summit Project on the John Day Highway in Wheeler and Grant Counties
(Estimate with special provisions. Not as basis for Project Agreement)

12.1 miles of Surfacing

Salem, Oregon, November 10, 1928

| | | | | |
|---|---|---|---|---|
| 45 Cu. yds | Class "A" Concrete | | 30.00 | $ 1,350.00 |
| 4,000 lbs | Metal Reinforcement | | .10 | 400.00 |
| 9,450 Cu. yds | Crushed Gravel, Top Course | | 2.00 | 18,900.00 |
| 10,000 Cu. yds | Crushed Gravel, Base Course | | 1.90 | 19,000.00 |
| 1,200 Cu. yds | Filler | | .40 | 480.00 |
| | | Sub-total | | $ 40,030.00 |
| | | 10% E. & S. | | 4,003.00 |
| | | Total | | $ 45,033.50 |

Cost per mile $ 3,723.90
State Funds Available $17,580.93
Federal Aid Requested 27,452.57
$ 45,033.50

Federal Aid Recommended $ _____

Summary

| | | |
|---|---|---|
| Cost on which previous final payment was based | | $ 144,569.07 |
| Estimated cost of surfacing Unit 2 | | 45,033.50 |
| | Total | $189,602.57 |

Length of project 12.1 miles
Total cost per mile $15,673.76
Previous F. A. per mile paid $5,473.93
F. A. per mile now requested 2,277.82
Total F. A. per mile $7,751.21

Statement showing Cost of Grading Constructions, Exclusive of Bridges of Over Twenty Feet Span, on which Federal Aid was Claimed in the Final Voucher on the Service Creek - Valadez Ranch Section, Oregon Project No. 6. The Figures for each Unit are Reached by Reducing the Agreement Estimate Amounts by the Value of Culvert Pipe and Lumber and Timber on which no Federal Aid was allowed. As there was an over-run on each Unit, the construction cost is the same as the Agreement Estimate amount. The E.A.C. Column covers over-runs and Contingency Items on which Federal Aid was Claimed in the Voucher

| | Agt. Estm. and Const. Cost | E.A.C. Claimed | Total Const. Cost Claimed. |
|---|---|---|---|
| Unit 1, Grading | $ 180,147.90 | $ 16,122.96 | $ 196,270.86 |
| Unit 2, " | 123,236.60 | 21,332.47 | 144,569.07 |
| Unit 3, " | 114,649.60 | 23,783.25 | 138,432.85 |
| Unit 4, " | 151,361.26 | 4,201.34 | 155,562.60 |
| Totals for Proj. | $ 569,395.36 | $ 65,440.02 | $ 634,835.38 |

Statement Covering Unit 2 Only

| | |
|---|---|
| Final Construction (Exclusive of Bridges over 20' Span) | $ 123,236.60 |
| Engineering and Contingencies Claimed | 21,332.47 |
| Total | $ 144,569.07 |

| | |
|---|---|
| Length of Unit | 12.1 Miles |
| Total Cost Per Mile | $ 11,947.86 |
| F. A. per Mile 50% | $ 5,973.93 |

October 18th, 1922.

Mr. C. W. Wanser,
Division Engineer
The Dalles, Oregon.

P R 6

Dear Sir:

The Commission has authorized the surfacing of Unit 2 of the Jarvis Creek - Valades Ranch Section in Wheeler County, and it is proposed to secure Federal Aid on this surfacing.

We would therefore request that you send us at your earliest convenience, your estimate of cost and Unit Price Analysis for the surfacing and special provisions in order that these may be submitted to the Bureau of Public Roads and the project got under way toward approval as soon as possible.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSousa.

AP

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

RECEIVED
OCT 18 1922
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING,
PORTLAND, OREG.

October 17, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention Mr. DeSouza

In reply to your verbal inquiry as to data necessary for reopening a project, mention being made of Oregon Federal aid project No. 6:

Reference is made to Engineering Memorandum No. 11 and Amendment thereto, copies of which are herewith attached.

In submitting papers for a reopening, it is not necessary to submit a new Project Statement nor to execute a new Agreement. It is sufficient to furnish only those details necessary to amend the original so as to provide for the new work.

The method of preparing the estimate is covered in Amendment No. 1 above referred to. We would add, however, that the estimate showing the new work should also contain at the bottom of the sheet a summary as follows:

Combined Estimate (completed and reopened)
Length
Estimated Cost
Federal aid recommended
Estimated cost per mile
Federal aid recommended per mile.

The estimate should be accompanied by a separate sheet giving an estimate of the actual total cost of construction as shown on the final

, and should show the date upon which the final voucher was

ssed for payment. This estimate of original work done should show

the following items:

| | |
|---|---|
| Sub-total for construction - - - | - $..... |
| Engineering & Contingencies - - | - $..... |
| Total Construction Cost - - - | $_____ |
| Federal aid paid - - - - - - - - - - | $..... |

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

ENGINEERING MEMORANDUM NO. 11
Reopening Completed Projects
July 1, 1919

---

1. There are indications that it may be at times desirable to do additional work on completed Federal aid projects. A project previously constructed as an earth road may be submittied for surfacing. A project on which bridges have been omitted for the time being may be submitted for bridge construction. A variety of other similar conditions may arise.

2. In all such cases the physical identity of projects shall be maintained, and the mileage of road represented and the project number shall not be changed, except as hereafter noted.

3. In case of reopening a project for any purpose it will not be necessary to submit a new Project Statement nor to execute a new Agreement. It will be sufficient to furnish only those papers necessary to amend the original so as to provide for the new work.

4. Slight extensions or reductions of length or other minor changes will not affect the identity of the project.

5. To reopen the Project Statement there will be required the usual evidence of local authority, a showing as to local funds available and a request to reopen and perform certain work, with the usual preliminary estimate. All these papers may be submitted as separate sheets and will be attachee to the original Project Agreement in the several offices.

6. To reopen the P.S.& E. there will be required only those details necessary to make the original plans complete for the new work. In cases of surfacing only a new cross section design (page 2, P.S.& E.) will be necessary. In some cases slight changes in alignment or grade may require a new sheet. These may be submitted separately with the usual Review Form P.R.28 and will be placed with the original plans. The new estimate will show only the new work, and be independent of the original estimate, except that the Federal aid per mile previously paid plus the Federal aid requested shall in no case exceed $20,000 per mile.

7. To reopen the Project Agreement there will be required the usual Recommendation to the Director by the District Engineer, the Agreement estimate and the request to amend the Agreement by allotting additional aid.

P. St. J. Wilson

Chief Engineer.

ENGINEERING MEMORANDUM NO. 11

Amendment No. 1

---

Reopening Completed Projects.

---

November 1,1920

1. In submitting reopened projects under Memorandum No. 11 it will be necess ry to furnish an estimate (Paragraph 6) showing both the original work and the proposed work. These estimates are not to be combined, and the estimate of old work should be based on the figures in the final vo cher and show totals for construction, for engineering and contingencies and for Federal aid. The sum of both estimates will be used to determine the limit of the Federal aid that may be allotted to the project, which will be the difference between the total former allotments per mile and $20,000 per mile.

2. The estimate for the new work will be itemized as usual and will alone appear in the reopened Project Agreement, and will be used independently of any former estimates for checking and auditing vouchers for the new work.

3. Retent on the basis of the new estimate only will le made during the course of the new work.

4. The Ten Percent for Engineering and Contingencies will be computed on the basis only of the estimate for new work, and not on the basis of the former estimates combined with the new estimate.

5. All rules and practices followed in preparing vouchers under an original Agreement will apply to a reopened project and its revised Agreement.

(Signed) P. St. J. Wilson

FORM 3A 10M-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. [illegible], PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. K[illegible]N, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO Chairman
BY H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

35PE - Estimate of Betterment
File 85.

SALEM

The Dalles, Ore., Sept. 22, 1922.

RECEIVED
SEP 23 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Yighway Engineer,
Salem, Oregon.

Attention Mr. C. G. Kelley.

Dear Sir:

According to our recent conversation, I have had Mr. K. D. Lytle make an estimate along the lines you suggested to put the John Day Highway from Spray to the Grant County line in condition for over-winter traffic. Enclosed please find a copy of his estimate.

The amount needed to do this work, according to the enclosed estimate, would amount to approximately $15,000.00. The conditions on this section are entirely different from those on the lower end from Spray to Sarvice Creek, and I do not believe that we can make a really good job of the same unless we surface the entire section. From the beginning at Spray, Station 688, to the dam at Station 992, the road is practically all located in a fossil formation, and the only way to make it passable in wet weather is to surface with gravel or rock. From Station 992 to the end of the unit, the road could be made passable with but little work, with the exception of removing some slides. However, it could never be made very smooth. Good dirt, as used on Unit No. 1, is very scarce, and I do not believe it would stand the wear as well. The work as outlined could possibly be done and kept within the esti ate as submitted by Mr. Lytle, but personally I would not recommend anything but the surfacing of the entire unit, as otherwise it would not be made anything more than a patch-up job.

Yours very truly,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

CWW:kl
1 Encl.

C O P Y

G.O.

RECEIVED
SEP 23 1922
OREGON
STATE HIGHWAY COMMISSION

ESTIMATE

JOHN DAY HIGHWAY

SPRAY TO GRANT COUNTY LINE

| | | | | |
|---|---|---|---|---|
| Sta. | 688 | to | 753 | Already graveled. To be bladed and ditches cleaned out. 100 foot section washed out - to be covered with shot soil. Estimated cost $ 250.00 |
| " | 753 | " | 781 | To be surfaced with shot soil, 730 Cu.Yds. required, blade and clean ditches. Estimated cost 510.00 |
| " | 781 | " | 787 | Good Shape - no work |
| " | 787 | " | 793 | Base course gravel now in place. Clean ditches etc. Estimated cost 50.00 |
| " | 793 | " | 795 | 10" gravel surface needed - 70 cu.yds. at $1.50. Estimated cost 105.00 |
| " | 795 | " | 803 | In fair shape. 40 yds. gravel at $1.50 - $60.00 - Blade and clean ditches $80.00. Estimated cost 140.00 |
| " | 803 | " | 817 | In fair shape - ditches can be bladed out. Estimated cost 25.00 |
| " | 817 | " | 837 | 8" gravel surface needed - 30 cu.yds. per sta. 600 yds. at $1.50 900.00 |
| " | 837 | " | 864 | 12" gravel surface needed - 44 yds. per sta. 1188 yds. at $1.50 1,782.00 |
| " | 864 | " | 910 | 10" gravel surface needed - 37 yds. per sta. 1802 yds. at $1.50 2,703.00 |
| " | 910 | " | 940 | 8" gravel surface needed - 30 yds. per sta. 900 yds. at $1.50 1,350.00 |
| " | 940 | " | 959 | 10" gravel surface needed - 37 yds. per sta. 703 yds. at $1.50 1,054.50 |
| " | 959 | " | 975 | 8" gravel surface needed - 30 yds. per sta. 480 yds. at $1.50 720.00 |
| " | 975 | " | 1038 | Fair shape - 300 yds. dirt surfacing at 60¢ 180.00<br>Slide to be removed at station 1035 150.00<br>Blade and clean ditches 100.00 |
| " | 1038 | " | 1108 | 240 yds. dirt surfacing at 60¢ 144.00<br>Removal of slides at Sta. 1062, all to be hauled within 1 mile - 2000 yds. at $1.00 2,000.00<br>Blade and clean ditches 75.00<br>If slide was wasted it could be shoved over the bank with a blade for about 20¢ per yd. |

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

July 28, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RAK
H. N.

RECEIVED
JUL 29 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Enclosed herewith is a copy of the maintenance inspection report of Oregon Federal Aid project No. 6 referred to in our letter to you dated July 5th.

We believe this project should be surfaced at an early date in order that the public may have the benefit of the money already expended in grading. The Commission recently went over a portion of the project and therefore have first hand information as to the present condition.

We would be pleased to hear from you regarding your plans with reference to this project.

Yours very truly,
C. H. PURCELL
District Engineer,

By _____
Acting

Form P. R. 6

# MAINTENANCE INSPECTION

U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

State Oregon
Project No. 6
District No. One

Made to District Engineer, Portland, Oregon., July 5, 1922., 19

Scratch all but one { Preliminary / ~~P. S. & E.~~ / ~~Construction~~ / ~~Maintenance~~ } Inspection Report on John Day Highway, Garvies Cr.-Valley Ranch Project

County of Grant and Wheeler

Date of Inspection July 1, 1922. Made by G. L. McKesson

Title Senior Highway Engineer.

8—4413

Inspection made unaccompanied.

Project consists of 48.45 miles of grading and drainage structures. Completed, grading in 1921 and bridges in 1922.

Surfacing:- On westerly six miles a gang at work removing slides and topping rock grades with earth, pay roll about $400.00 per week. Maintenance order authorizes expenditure of $3600.00. The project has been surfaced with gravel of a width of ten to fourteen feet from the southerly end for a distance of about 22 miles. Most of this surfacing is in good condition. Some is still quite loose but will be satisfactory in time if properly maintained. The northerly twenty-five miles of the project is still unsurfaced and is generally in very unsatisfactory condition. The only maintenance on this section to date has consisted of placing earth on some of the loose rock fills. The entire section should be surfaced at once.
Log of road attached.

Bridges, Culverts & Drains:- In good condition.

Cost of Maintenance:- Removing slides and dressing grade with earth on westerly six miles this year cost $2,069.00 exclusive of bridges.

Adequacy of Maintenance:- Maintenance work on this project has been neglected and the condition of the project, in general is unsatisfactory.

Railroad Crossings:- None.

Road Signs:- None.

Comment:- The very unsatisfactory condition of the northerly half of the project justifies the strong stand now being taken by this Bureau against approval of unsurfaced projects.
A copy of a letter written to the State is attached.

Photographs:- Attached.

File 22.4

File 22.7

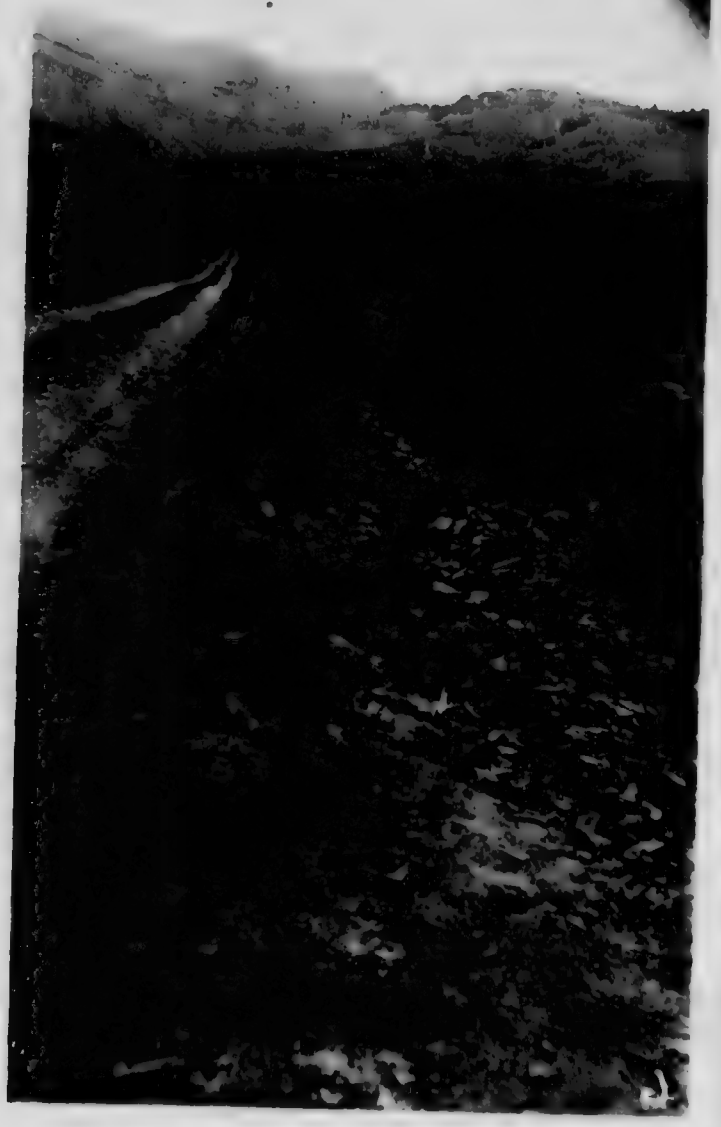
File 23.4

File 24.9

Fig. 25.0

Fig. 25.5

Road rough, rutted and uncared for.



Road rough and uncared for as shown in previous photograph.

November
Twenty-three
19 21

Thos. W. Clarkson & Co.,
Yeon Bldg.,
Portland, Oregon.

File - FE-4 #2

Gentlemen:

Our records show that you are holding the original and fourth copies of the final estimate voucher on the Service Creek-Valadez Ranch Section, Unit #2, which were mailed for your signature August 16th. We are ready to prepare a corrected final voucher on this job and request that you please return the copies held by you.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By _____
Office Engineer

Dictated by L.E. Parsons,
GHC

PR6
#2

December 30, 1921

Fidelity & Deposit Company of Maryland,
Harvey Wells, Agent,
Gasco Building,
Portland, Oregon.

#210

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment to Jas. F. Clarkson & Company, on our contract No. 210, more definitely described as the Barlow Creek-Valadez Ranch Section of the John Day River Highway in Wheeler County.

It is noted that this payment has been assigned to the Hibernia Commercial & Savings Bank of Portland, Oregon. If you have any objection to this payment being made, please advise.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

October 17, 1921

Perkins & Bailey,
Board of TradeBld'g.,
Portland, Ore.

Gentlemen:

Your letter of the 15th addressed to Mr. Nunn advising that the claims you represented against James.F. Clarkson & Company have been taken care of has been handed to me for reply.

Please accept my thanks for your courtesy and thoughtfulness in notifying the Commission of the settlement.

Unfortunately very few who serve notices upon the Department of claims due afterwards notify us of a settlement, and their failure to do so causes more or less work and some times embarrassment to the office force.

Again thanking you, I am

Yours truly,

JMD:A

Assistant Attorney General.

PERKINS & BAILEY
ATTORNEYS AND COUNSELLORS
BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 17 1921
LEGAL DEPARTMENT

Oct. 15, 1921.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Some time ago we filed, on behalf of G. R. Hartzell and D. J. Weston, co-partners doing business under the name of Hartzell & Weston, a notice with you to the effect that they had a claim against Jas. F. Clarkson & Co. for the construction of a portion of the John Day Highway, Unit No. 2. This is to notify you that all differences between Hartzell & Weston and Jas. F. Clarkson & Co. have been adjusted and settled.

You are further notified that regarding the claims filed by certain of the employees and materialmen of Hartzell & Weston some time early in this year, to the effect that they had money coming to them for the portion of the John Day Highway above referred to, the said parties filing the claim have been paid their claims by adjustment with Jas. F. Clarkson & Co.

We are writing you this letter so that in event of any settlement with Jas. F. Clarkson & Co. these differe[illegible] notices will not hinder or delay you in making such settlement.

Yours very truly,

Perkins & Bailey

JOB-B

RECEIVED
OCT 17 1921
HIGHWAY ENGINEER

35PB - Right of Way.
File 47.

The Dalles, O.
Sept. 24, 1921.

Mr. Stewart Grant,
Spray, Oregon.

Dear Sir:

You are instructed again not to construct stock fences on the roadbed section of the John Day Highway, and are referred to the verbal as well as written instructions of A. G. Skelton. Fences of this kind are at no place permitted on the roadbed. In conference with the County Court, they told me that they had given you permission to build on the side of the grade where there was not room between the right of way and the river, and further stated that they had explained that this meant on the fill slope at such a height that high water would not wash it out. Your right to construct such a fence on the side of the fill is admitted and not questioned, and you will have no objection raised on our part in constructing such a fence.

You are notified to remove any fence constructed on the roadway section, or it will be removed by our forces as an element of danger and obstruction to traffic. We have no desire to cause you any inconvenience or extra expense in this matter, but upon being requested not to build in this position, you went ahead with the work instead of taking the matter up and getting things settled. Would suggest that you take this up with Judge Patterson and get the matter straightened out between you.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc A. G. Skelton
A. A. Kirkwood
Judge Patterson
Salem

June 25, 1921
File:

Unit #2
P.R. #6

Mr. J. O. Bailey,
c/o Perkins & Bailey,
Board of Trade Building,
Portland, Oregon.

Dear Sir:

In accordance with your recent request, we are enclosing herewith statements showing monthly estimates of the quantities of work performed on the Sarvice Creek-Valsetz Result Section by sub-contractors Hartwell & Weston. In every case, the quantities shown are the total quantities to the date indicated.

We trust that this information is in a form which you will be able to readily interpret.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:MK,
Encl

June 23, 1921

Geo. T. Angell,
c/o Fossil Livery & Feed Stable,
Fossil, Ore.

Dear Sir:

Complying with your request, I am enclosing herewith certified copy of the contract executed by James F. Clarkson & Company for the construction of Unit No. 2, Service Creek-Valadez Ranch Section of the John Day Highway in Wheeler County.

Yours very truly,

JMD:AF
Enc. 1

Assistant Attorney General.

RECEIVED
JUN 11 1921
LEGAL DEPARTMENT

State of Oregon,

County of Wheeler--SS.

I, George T.Angell, Being first duly sworn depose and say that the Fossil Livery & Feed Company of which I am Secretary furnished J.F.Clarkson & Co and J.W.Sweeney materials used in the construction of the John Day Highway on the Unit From Service Creek to Spray and on the Unit from Spray to the Junction of the John Day River, that the total amount still due is the sum of $476.55 and interest thereon at 6% from the 1st day of May 1920 and that the exact portion used on each unit is not known to me at the present time. That the said materials and services were performed in Wheeler County Oregon and that I make this affidavit under section 6719 of Olsen's Oregon Laws for the purpose of procuring for the Fossil Livery & Feed Company a certified copy of the contracts and bonds covering said sections of the John Day Highway.

George T. Angell.

Subscribed and sworn to before me this 8th day of June 1921.

Ford Henderson.

Notary Public for Oregon my commission expires May 28 1923.

Please send the copies to Fossil Livery & Feed Company
Fossil Oregon.

This.....

Form 88

PR 4

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Sarvice Creek-Valades Ranch Unit # 2- Date May 21, 1971

Week from May 14 to May 21.

Highway John Day Job Prefixes 35 PB- 100%

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wheeler

Survey will be completed about Number in party 2

Camp location

Mail address The Dalles, Ore.

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Arrived Dalles May 16th - Turned in equipment & completed final records, working in Division office entire week

Instructed to report by letter to Mr. R.H. Baldock at La Grande being assigned residency between Pilot Rock & Vinson.

Will leave Dalles May 23, bringing Car # 68 to Salem to be overhauled.

APPROVED
MAY 25 1971
DIVISION ENGINEER

NOTED
H. B. GLAISYER

Signed C J Dillingen

Title Res Engr

May 17, 1921

J. A. Miller,
Fossil, Ore.

Dear Sir:

This is to acknowledge receipt by the Commission of an affidavit made by you under date of May 12th., 1921, relative to your claim against James P. Clarkson & Company, and J. W. Sweeney, as agent, for material and services furnished in connection with the construction of Unit #2, Service Creek-Valadez Ranch Section of the John Day River Highway in Wheeler County.

This notice will be filed, but you are advised that if the contractor refuses to settle and denies the claim it will be necessary for you to handle your claim through the courts.

Should you find it necessary to prosecute an action at law to recover this claim, and desire a certified copy of the contract and bond such copy will be furnished you upon request.

Yours truly,

JMD:AF

Assistant Attorney General.

PRC 21

TO THE HONORABLE HIGHWAY COMMISSION AND STATE ENGINEER OF THE STATE OF OREGON AND TO ALL OTHERS WHOM IT MAY CONCERN.

State of Oregon,

County Of Wheeler—SS.

I, J.A.Miller, being first duly sworn depose and say that I am manager of the Fossil Milling Company, a corporation duly organized and existing by virtue of the laws of the state of Oregon, That at the request of J.F.Clarkson & Co and J.W.Sweeney as agent for said J.F.Clarkson & Co, said J.F.Clarkson & Co being the original contractors on Grade Unit Number 2 Sarvice Creek Valades Ranch section of the John Day River highway in Wheeler County Oregon That at Fossil Oregon between the 10th day of December 1919 and the 30th day of April 1920 Labor, services and materials were sold and delivered to the said J.F.Clarkson & Co through their agent J.W.Sweeney which labor services and materials were used in the construction of the said John Day River Highway as follows to wit:

| | | |
|---|---|---|
| Jan 10 1920 | 653 Lb Millfeed - - - - - - - | $17.95 |
| Jan 30 1920 | 1366 Lb Millfeed - - - - - - - | 33.07 |
| Dec 31 1919 | Storage for feed for horses - | 10.00 |
| March 13 1920 | 1015 lb mill feed - - - - - | 25.37 |
| March 19 1920 | Chopping 2332 lbs oats - - | 34.96 |
| April 21 1920 | Chapping 17296 lbs oats | 25.95 |
| April 30 1920 | Mill feed 65 lbs - - - - - - | 2.67 |
| | Total due | $149.97 |
| | Paid Jan 11 1920 cash - - - - - - - - | 51.02 |
| | Balance due | $ 98.95 |

That all of the said materials and services were used in feeding the horses used by the said J.W.Sweeney in the construction of the said road and that the storage was for hay stored for use of the horses used in the construction of the said road.

That the prices mentioned herein are reasonable and the prices agreed upon for the same, and that no part of the same has been paid except the sum of $51.02 shown herein and that there is now due and owing and unpaid thereon to the Fossil Milling Company the full sum of $98.95 and interest thereon from the ...

except the sum of $51.32 shown herein and that [illegible]
owing and unpaid thereon to the Fossil Milling Company the full
sum of $98.95 and interest thereon from the 30th day of April 1920 at
the rate of 6% per annum. That the Fossil Milling Company requests
that this account and verified statment be forwarded to the Bondsmen
of the said J.F.Charkson & Co that it may be protected in the said
account.

J. A. Miller

Subscribed and sworn to before me this 12th day of May 1921.

Ford Hendricks

Notary Public for Oregon, my commission expires May 28 1923

May 16, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

+V

File PR-8

Dear Sir:

In accordance with your letter of May 13th and Mr. Kelley's recommendations, we are today issuing vouchers releasing up to 3% retained percentage in connection with the contracts for the grading of Units 2, 3, and 4 of the Service Creek-Waldoes Ranch Project. The release of percentages on Units 3 and 4 is made possible by the recently passed bill permitting payment up to 97% prior to completion.

It should be understood that this is not to be considered a precedent to be followed in general, as it will be our practice to release retained percentages prior to full completion of work, only in cases such as the ones referred to in this letter where the completion of the work is held up by some minor feature of construction and is not the result of negligence on the part of the contractor.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:EK
c. c. to Jas. F. Clarkson,
501 Yeon Bldg., Portland, Ore.

HERBERT NUNN
State Highway Engineer

# OREGON STATE HIGHWAY COMMISSION

SALEM

92F - Retained Percentage - Clarkson.
File 55.

The Dalles, Ore., May 13, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

The retained percentage on Unit No. 2, John Day Highway, may now be released, as the work is completed and the final estimate will be sent in to Salem within the next week.

The bulk of the work is done on Unit No. 3 of the John Day Highway. The only remaining work is the culvert headwalls and the bridges, and the cut of about 700 yards just south of the John Day Bridge, which cut we will release Mr. Clarkson from provided that his bridges are completed by the time the John Day Bridge is ready to haul over. Mr. Clarkson asks for his estimate to be released up to 97% for Unit 3. If agreable to your office it is agreable to me.

Respectfully yours,

ANSWERED
B. H. Pickert

J. H. Scott,
Division Engineer.

JHS:kl

cc Jas. F. Clarkson.

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

92F - Retained Percentage - Clarkson.
File 55.

The Dalles, Or., May 13, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

The retained percentage on Unit No. 2, John Day Highway, may now be released, as the work is completed and the final estimate will be sent in to Salem within the next week.

The bulk of the work is done on Unit No. 3 of the John Day Highway. The only remaining work is the culvert headwalls and the bridges, and the cut of about 700 yards just south of the John Day Bridge, which cut we will release Mr. Clarkson from provided that his bridges are completed by the time the John Day Bridge is ready to haul over. Mr. Clarkson asks for his estimate to be released up to 97% for Unit 3. If agreable to your office it is agreable to me.

Respectfully yours,

ANSWERED
S. H. Probert

J. H. Scott,
Division Engineer.

JHS:kl

cc Jas. F. Clarkson.

OF [illegible] STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date May 9, 1921

Job Name Sarvice Creek-Valades Ranch Unit # 2

Week from Apr 30, to May 7,

Highway John Day Highway

Mail Address SPRAY

County Wheeler Job Prefix 35PB

Telegraph or Telephone Address SPRAY

Express and Freight Address SPRAY

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Entire unit completed - Monthly estimate No. 24 contains final quantities.

Final records will require one days work in Dalles office.

May 5, Commissioners Booth, Yeon & Barratt went over Units 1, 2 & 3 - accompanied by Engineers Kelly & Scott,

Will leave for Dalles office about May 11 or 12.

NOTED
H. B. GLANCYER

MAY 14 1921
APPROVED
MAY [illegible] 1921
[illegible] ENGINEER

Signed C. J. Dillinger

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission

Unit #2, Sawvee Creek - Valleyes Lain
J. F Clarkson & Co. Contractor
Contract #310.

Sta 1072 to Sta 1098 Statement of Work accomplished by Sub-Contractor
Total quantity of work accomplished to date, as

| Item | Unit of Meas | 5-10-20 | 5-31-20 | 6-30-20 | 8-1-20 | 9-1-20 | 10-1- |
|---|---|---|---|---|---|---|---|
| Common Excavation | Cu. yd | 1258.8 | 1885.5 | 1885.5 | 1885.5 | 1885.5 | 188 |
| Solid Rock " | Cu yd | | | | | | |
| Overhaul | Sta yd | | 165 | 165 | 165 | 165 | 16 |
| 12" Conc Galv Iron Pipe | Lin. Ft | 90 | 90 | 90 | 90 | 90 | 9 |

Sta 1108 to Sta 1348+25.6 Statement of Work done by Sub-Contractors Sh
Total Quantity of Work accomplished to date, as shown by Monthly Esti

| Item | Unit of Meas. | 10-31-20 | 12-1-20 | 12-31-20 | 1-31-21 | 2-28-21 | 3-3 |
|---|---|---|---|---|---|---|---|
| Common Excavation | Cu. yd | 12,427.7 | 13,927.7 | 14,277.7 | 14,299.9 | 14,299.9 | 15,9 |
| Solid Rock " | " " | 263.0 | 409.0 | 809.0 | 1,291.0 | 1,291.0 | 2,2 |
| 12" Conc. Galv. Iron Pipe | Lin. Ft. | 420. | 420 | 420 | 420 | 420 | 4 |
| 18" " " " " | " " | 24 | 24 | 24 | 24 | 24 | |
| 24" " " " " | " " | 66 | 66 | 66 | 66 | 66 | |
| 36" " " " " | " " | 34 | 34 | 34 | 34 | 34 | |

David E. Bayles
Notary Public for Oregon.
My commission expires: Aug. 7-1924.

Mr. Roy A. Klein, Secretary,
[illegible] State Highway Commission.

...Earth, Grading
...tractors.

...tractors Hartzell and Weston
..., as shown by monthly estimates

| 10-1-20 | 10-31-20 | 12-1-20 | 12-31-20 | 1-31-21 | 2-28-21 | 3-31-21 |
|---|---|---|---|---|---|---|
| 1885.5 | 1885.5 | 1885.5 | 1885.5 | 1885.5 | 1885.5 | 1885.5 |
| 165 | 165 | 165 | 165 | 165 | 375 | 375 |
| 90 | 90 | 90 | 90 | 90 | 90 | 90 |

...Hartzell & Weston

| ...thly Estimates | |
|---|---|
| ... | 3-31-21 |
| | 15,927.7 |
| | 2,257.2 |
| | 420 |
| | 24 |
| | 66 |
| | 34 |

Note - October 31, 1920 Estimate [illegible] first which above work done by individual sub-contractors.

[illegible] to date of. completed

David E. Bayles
Notary Public for Oregon.
My commission expires: Aug. 7-1924.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

I, Fred Rigg the undersigned, hereby make application for a certified copy of the contract and bond for the construction of the John Day River Highway in Wheeler County, Unit No. 2, Service Creek - Valadez Ranch Section, said contract being No. 210, the contractor being Jas. F. Clarkson & Co., and the surety on the bond being Fidelity Deposit Company of Maryland.

Fred Rigg

STATE OF OREGON,
} ss.
County of

I, Fred Rigg being first duly sworn, depose and say: That between the first day of November, 1920, and the 15th day of January, 1921, I performed labor for the prosecution of the construction of the John Day River Highway in Wheeler County, Unit No. 2, Service Creek - Valadez Ranch Section, such highway being constructed by Jas. F. Clarkson & Co., contractor; that the amount of my claim for labor is $ 84.50 ; that no part thereof has been paid.

Fred Rigg

Subscribed and sworn to before me this 4 day of Feby, 1921.

David E. Baxter

Notary Public for Oregon.

My commission expires: Aug. 7-1924.

March 16, 1921

Mr. A. W. Witmer, Agent,
Fidelity & Deposit Company of Maryland,
Pittock Block,
Portland, Oregon.

Dear Sir:-

The purpose of this letter is to advise you that the Highway Commission is about to make final payment to Copenhagen Brothers on their contract No. 173, which is Unit No. 2, Service Creek-Valeies Ranch Section of the John Day River Highway.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

January 18, 1921

Hon. J. O. Bailey,
Board of Trade Bld'g.,
Portland, Ore.

Dear Sir:

Your letter addressed to the State Highway Commission under date of January 17th., requesting a certified copy of the contract and bond given by James F. Clarkson & Company for the construction of a portion of the John Day Highway has been handed to me for reply.

Under separate cover I am mailing you a certified copy of the contract and bond.

I believe, from the description of the job given in your letter, that this is the contract for which you are calling.

With kindest personal regards, I am

Yours very truly,

JMDeAF

Assistant Attorney General.

PERKINS & BAILEY
ATTORNEYS AND COUNSELLORS
BOARD OF TRADE BUILDING
PORTLAND, OREGON

Jan. 17, 1921.

State Highway Commission,

Salem, Oregon.

Dear Sirs:

Will you please furnish us a copy of the bond given by Jas. F. Clarkson & Company to the Oregon State Highway Commission, for work on what we think is called the John Day Highway? At least the stations referred to are 1072, to and including 1098, on unit No. 2 of the John Day Highway, and also stations 1108 to the Grant County line on unit No. 2. We are representing a number of the laborers and wish to bring action on this bond.

Yours truly,

Perkins & Bailey

JOB-B

FORM 4 SH-7-20

S. [illegible]SON, PORTLAND, CHAIRMAN
R.[illegible]OTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSI[illegible]ANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Spray, Ore.,
Dec. 10, 1920.

Subject:-
Final estimate
for Frank Romano.

Unit No 2
Juniper Creek
Valadez Ranch

Mr. Frank Romano,
280 - 1st st.,
Portland Ore.
Dear Sir:

The final estimate for the work handled by Frank Romano and Co. between stations 1287+50 and 1304+00 on the John Day Highway, Juniper Creek-Valadez Ranch Section, Unit No. 2 is as follows:-

| | | |
|---|---|---|
| SOLID ROCK EXCAVATION - | 9472 2/3 | CU. YDS. |
| COMMON EXCAVATION - | 1351 3/3 | CU. YDS. |

NO OVERHAUL

| | | |
|---|---|---|
| Corr. Galv. Iron Culvert pipe laid | 12 inch - | 128 lineal ft. |
| | 18 inch - | 20 " " |
| | 24 inch - | 42 " " |

c.c. Herbert Nunn.
State Highway Engr.
Salem, Ore.

These totals appeared in Estimate # 18 in four subdivisions.
C.J. Dillinger

Very respectfully.
C.J. Dillinger.
Resident Engineer.

# OREGON STATE HIGHWAY COMMISSION

35PA - Park Site.
File 9.

The Dalles, Ore., Dec. 7, 1920.

RECEIVED
DEC 8 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Mr. N. W. Bethel, District Engineer, is preparing a description for the securing of a park site near Station 316 on Unit No. 1, John Day Highway.

Mr. Bethel desires a tracing of this line as constructed for a mile each way from this station, showing particularly section ties and owners.

As the only records we have in this office are of the preliminary location, we would ask that you supply Mr. Bethel with this information.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl

By

ATTENTION
S. H. Probert

HERBERT NUNN
STATE HIGHWAY ENGINEER

ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Fossil Or Dec 1st 1920

Mr J H Scott
Division Engr State Highway
Ste Prineville

RECEIVED
DEC 8 1920

Dear Sir

Will you please send me a tracing of the line at Section 07 Unit No 1 John Day Highway. Showing curves at about Station 316 + 00 for Camp exit way from this point.

I am making application of a small tract of land at about Station 316. for purpose of planning for park. If this is Government land do not fail to send it. Stamped addressed envelope is enclosed

Yours Very
Truly
District Engineer

DEC 3 - 1920
Read

APR 4 2

December 7, 1920

Dodson & Krims,
Portland, Ore.

Gentlemen:

Your letter of the 29th., concerning the construction work covered by the J. F. Clarkson & Company contract with the State Highway Commission for the construction of Unit No. 2 of the John Day River Highway has been received by me.

I note the effort J. F. Clarkson & Company has made to relieve themselves of the responsibility or liability for claims for labor and material contracted for by sub-contractors under their original contract, but I do not understand that an original contractor can relieve himself by any such arrangement from the liability to pay claims for labor and material which actually went into the job, in view of the conditions of the original contract and the bond required in conjunction therewith, and in view of the statute authorizing and requiring the bond.

This is the position that I have taken on all such contracts and and is the advice which I have frequently given the State Highway Commission. I believe I am supported in this by the decisions of our own Supreme Court.

I could not advise the Commission to make final settlement with any contractor knowing that there were unpaid claims for labor and material contracted by a sub-contractor, and where the labor and material for which the claims were made, actually went into the job. I do not believe that the surety or bondsmen on any such contract would consent to final settlement with outstanding claims of such nature, and for such purpose, unsettled.

It is not the province of the Highway Commission to pass upon the merits of claims, and the Commission will not attempt so to do, but where there are claims filed for labor and material which actually went into a job the surety or bondsmen who became liable for the payment of such claims would have to give written consent to the final settlement with the contractor before the Commission would feel safe in terminating the contract and making final payment.

I regret that questions are arising between the original contractor and labor and material men dealing with sub-contractors, but I think it is this very situation that the statute covers and protects.

Yours very truly,

JMD:AF

Assistant Attorney General.

ALFRED P. DOBSON
ROBERT KRIMS

TELEPHONE MAIN 2962

DOBSON & KRIMS
ATTORNEYS AT LAW
718-724 YEON BUILDING
PORTLAND, OREGON

November
29th
1920

Mr. John N. Devers,
Attorney State Highway Commission,
Salem, Oregon.

Dear Sir:-

Referring to contract between the State Highway Commission of Oregon and Jas. F. Clarkson & Co., for the construction of unit number 2 of the John Day hiver Highway, we beg to advise you that under date of October 23rd, 1919, a contract for part of this work was entered into between said Jas. F. Clarkson & Co., and one N. Pasto, which said Pasto, on March 24th, 1920, in turn entered into a contract with G. A. Hartzell and D. J. Weston for part of the same work. Neither the said Pasto nor the said Hartzell and Weston have lived up to the terms of their agreement in so far as Jas. F. Clarkson & Co. are concerned, and were continually overdrawing their account with said Jas. F. Clarkson & Co. In view of the financial irresponsibility of these people, on November 10th, 1920, the said Pasto and the said Hartzell and Weston, and all of the laborers working under them, were notified that "time checks" would, subsequent to that date, not be honored by said Jas. F. Clarkson & Co. In addition thereto, said Jas. F. Clarkson & Co. have published a notice in local papers in the vicinity of said work that they would not be responsible for any credit extended to any persons whomsoever without a requisition issued by its duly authorized Superintendent on the work.

The said Pasto and the said Hartzell and Weston and their workmen ignored the notice given them, contending that they had no fears that they would not be paid. On November 19th, 1920, Mr. Jas. F. Clarkson, personally, again notified the said Pasto and the said Hartzell and Weston, and all of the laborers working under them, and each of them, that his firm would not honor any more "time checks", nor would they be responsible for any credit extended to them, or either of them, for supplies, etc.

The said Pasto and the said Hartzell and Weston, and the workmen working under them, are to the best knowledge of the said Jas. F. Clarkson all irresponsible financially, and at this time have been considerably overpaid, and if they continue to operate the same way, will no doubt sustain a loss by reason of mismanagement,and to avoid any further loss, it was incumbent upon said Jas. F. Clarkson & Co. to take the

steps that they did.

It is evident from the attitude of these people and others furnishing them credit that they have an idea that they will be protected by the commission, and that it will only be necessary for them to show that they actually worked upon the Highway or furnished credit in order to collect, irrespective of the fact that they had been notified that no further "time checks" would be honored, and that the said Jas. F. Clarkson & Co. would not be responsible for any credit extended to them, or any of them.

We beg to enclose herewith a copy of the notice addressed to these people, and also a copy of publication in the newspapers.

We are addressing this letter to you in order that you may be fully apprized of the situation should any claims be filed with the commission by said Pasto or said Hartzell and Weston, or any of their employees, or by any merchants who may have extended credit to the said Pasto or Hartzell and Weston, or any of their employees under the assumption that said Jas. F. Clarkson could be held responsible, and we request therefore on behalf of the said Jas. F. Clarkson & Co. that you take no cognizance of any such claim or claims.

The writers are attorneys for the said Jas. F. Clarkson & Co. and this letter is addressed to you for and on their behalf.

Yours very truly,

DOBSON & KRIMS

By Robt Krims

RK:M

67 or 372 ; 136 P 23
83 or 251 ; 163 P 438

Spray, Oregon,

October 31st, 1920.

Hartzell & Weston,
Spray, Oregon.

Gentlemen:-

Beginning November 1st, 1920, wages for all labor employed by you must be reduced to $5.50 per day, and not to exceed that amount unless authorized by this office.

All overtime and Sunday work must be discontinued, as we will not pay laborers for more than 48 hrs. per week. The only exception to this ruling will be for hauling supplies.

The above rulings must be strictly adhered to or you will have to make other arrangements to pay your pay roll.

Yours very truly,

JAS. F. CLARKSON & CO.

By FRED R. CRICHTON.

SPRAY, OREGON,
November 9th, 1920.

Hartzell & Weston,
Spray, Oregon.

Gentlemen:-

This is to advise you that necessary steps for the curtailment of your credit with this firm has this day been taken.

You are hereby notified that any and all bills, debts or promissory notes contracted by your firm, known as Hartzell & Weston, or any member of your firm, on or after November 10th, 1920 will not be acknowledged or paid by the undersigned.

A notice is hereby also attached to be published in a prominent point in your camp, in order to inform your employees that they need not look to us for their pay, for no pay roll on your work will be carried by us any longer.

You will kindly govern yourselves accordingly.

Yours very truly,
JAS. F. CLARKSON & CO.,
By Fred C. Crichton.

December 7, 1920.

Mr. C. S. Billingsley,
Locating Engineer,
Ogney, Ore.

Unit #2
Sunnis Creek-Union Road

Dear Sir:

As soon as you have your final quantities computed for the work handled by Frank Romano & Company between Stations 1267 + 25 and 1304 + 00, please furnish Mr. Romano with these quantities, sending them to him at 6920 - 1st St., Portland, Oregon, with a copy of your letter to this office.

Very truly yours,

[illegible]
State Highway Engineer.

By

Office Engineer.

SEP 0JH

cc to Mr J H Lapsley

Form 104—2M—4-20.

# Oregon State Highway Commission

## REPORT OF CEMENT TEST

P.A.Oregon #6

Lab. No. 3141

Date reported Dec.5-1920

Brand Beaver

Sampled by E.E.Aiken

Place of collection Grant & Wheeler Counties

Field No. 1477

Quantity represented 125 Bbls.

To be used Glass R.Bridge Service Creek - Wheeler #2 &3

### Fineness

% residue on 100 sieve 1.7

% residue on 200 sieve 12.5

### Time of Set

Initial 3 Hrs. 30 Min.

Final 6 Hrs. 30 Min.

Accelerated Test: 5 hrs. steam 212° F. Satis.

### Tensile Strength

1 cement : 3 standard sand

using 10.0 % water

| | 7 Days | 28 Days |
|---|---|---|
| | 248 | 325 |
| | 270 | 345 |
| | 260 | 430 |
| Average | 265 | 367 |

Remarks: Passes 28 day requirements.

cc Office ✓
U.S.Office Public Roads 2
C.H.McCullough
J.H.Scott
E.E.Aiken

Kenneth S. Hall
*Testing Engineer.*

FORM 4 2M-7-20

BENSON, PORTLAND, CHAIRMAN
R. BOOTH, EUGENE
ED. K. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 4
2

# OREGON STATE HIGHWAY COMMISSION
SALEM

33PB - Finals.
File 55.

The Dalles, Ore., Dec. 1, 1920.

RECEIVED
DEC 2 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I have been under the impression that I had recommended the release of the retained percentage on the Johnson Contracting Company's work between Mosier and Rowena up to about 95%. In case this has not been done it is alright to do so.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

Sent.
Mailed 12/4/20

xxxxxxxxxxx LA GRande.
October 13, 1920.

35 PB- Unit #2- Culvert Pipe.

OCT 14 1920

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am inclosing herewith correspondence in regard to corrugated iron culvert pipe on Unit number 2 of the Service-Valdez Ranch Section, which is self explanatory. Inasmuch as you are in active charge of this Divisen and are more acquainted with the details I am turning this matter over to you for answer to Salem.

Very respectfully,

R H Baldock

RHB/V Division Engineer.

Incl.

cc S. H. Probert.

35 PD

October 5, 1920.

Mr. D. H. Baxter, Secretary,
Spray Commercial Club,
Spray, Ore.

Dear Sir:

I wish to advise you further regarding your letter of Sept. 14th in the matter of maintenance work on the John Day River Highway.

This matter was called to the attention of the Highway Commission at their last meeting and the Engineer was instructed to investigate this matter and report back. If found feasible, it has been suggested that the work be done as maintenance with Wheeler County and the cost would be met one-half by the County and one-half by the State.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

BAK:CJR

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

October 4, 1920.

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project #6.

Gentlemen:-

We return herewith, in quadruplicate, voucher in the amount of $6,586.39 covering work done for the period August 1 to August 31, 1920. You are requested to eliminate the following item appearing under Unit No. 2 Grading:-

"32 Lin.Ft. 36" culvert pipe @ $6.00 - $192.00".

This pipe has been reported as under guage. In this connection we refer you to your letter of April 10, File PR-A, and to our reply of April 15th relating thereto.

Furthermore, in accordance with our letter of even date regarding this project, the prorata share of the United States should be shown as 50%.

Very truly yours,

C. J. McKinnon
Acting District Engineer.

12581—1M—5-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F. .021 6

Lab. No. 2631

Field No. 176

Sampled by C.J.Dillinger

Date reported October 11 192[illegible]

County Wheeler

Place of collection John Day River

To be used Class "B" Bridge

Quantity represented Unlimited

Job: John Day Highway Unit # 2

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 0.0 | 14.4 | 29.0 | 66.5 | 91.6 | 98.2 | |

Retained on # 30 screen 65%

### Tensile Strength

1 cement : 3 sand

| This sand using 11.8 % water | | | Standard sand using 10.0 % water | |
|---|---|---|---|---|
| 7 Days | 28 Days | | 7 Days | 28 Days |
| 385 | 460 | | 370 | 360 |
| 380 | 465 | | 380 | 380 |
| 380 | 485 | | 396 | 370 |
| 360 | 467 | Average | 382 | 370 |

126.7 per cent of standard sand, 7 days.

126.2 per cent of standard sand, 28 days.

Remarks: Passes 28 May Requirements.

cc Office
U.S. Office Public Roads
C.S.McCullough
R.H.Baldock
C.J.Dillinger

Kenneth Hall

*Testing Engineer.*

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

October 4, 1920.

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project #6.

Gentlemen:-

We are in receipt of your letter of September 23 enclosing estimate for bridges on Units 2 and 3. In the second paragraph you state that the total obligation set up by the state has been raised to $771,204.34 making the prorata share of the United States 47%. We wish to advise that the original prorata will remain effective until we have been furnished certified copies of contracts covering bridge construction above referred to.

Furthermore, the total liability set up by the state cannot be affected by these bridges because the items in the contract are entirely different from the items shown in the agreement estimate. Should you desire to claim payment for items of bridge construction on Units 2 and 3 it will be necessary for you to submit a revised estimate of the entire project showing the bridge items as they appear in the contract. By allowing the amount of Federal Aid to remain unchanged this revised estimate would be handled as a minor alteration and no modification of the project agreement would be necessary.

When contracts have been awarded for bridge construction on Unit No. 4 you may again submit revised estimate and request an amendment to the

project agreement to increase the amount of Federal Aid if you so desire.

Our recommendation of approval of such revised estimate will be dated September 28, 1920.

Very truly yours,

C. J. McKesson

Acting District Engineer.

Sept. 25, 1930.

File PR-6

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing three copies each of tabulations showing the revised quantities for bridges on Units 2 and 3 of the Service Creek-Valadez Ranch Section, Oregon Federal Aid Project No. 6. We understand that the changes in structures on this project have been approved by your office and the quantities listed, based upon the revised plans as approved.

The contracting of the bridges on these sections raises the obligations set up by the State to $771,204.34, making the pro rata share of the United States to be used on intermediate vouchers 47%.

The bridges on Unit No. 4 are being revised at the present time and when the contract is let for this section, a revised estimate as basis for project agreement will be sent to you. It is probable that increased Federal Aid on the project will be requested at that time.

Our purpose in sending the tabulations at this date is in order to give a basis for the obligations set up by the State and in order that the matter may be approved by your office so that we will not have to forfeit Federal Aid on account of work on any of the items having been accomplished prior to date of approval of your office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. T. DeSouza,
ET
Enc.

BRIDGES ON UNIT #2. OREGON FEDERAL AID PROJECT #6

SARVICE CREEK-VALADES RANCH SECTION

(Based on Contract Prices and Quantities.)

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| 1 Only | 40' Wood Truss Superstructure @ | $ 2,500.00 | $ 2,500.00 |
| 70 Cu. Yds. | Excavation for Footings | 6.00 | 420.00 |
| 10 " " | Excavation below Elevation Shown on Plans | 10.00 | 100.00 |
| 30 " " | Class "B" Concrete | 40.00 | 1,200.00 |
| 48 Lin. Ft. | Approach Trestle | 28.00 | 1,120.00 |
| 1.6 M-FBM | Lumber & Timber | 125.00 | 200.00 |
| | | | $ 6,540.00 |

35 PB.

September 17, 1920.

35-E.

Mr. D. E. Baxter, Secretary,
Spray Commercial Club,
Spray, Oregon.

Dear Sir:

Wish to acknowledge receipt of your letter of September 14, regarding the John Day Highway, and wish to advise that your letter will be called to the attention of the members of the State Highway Commission.

Very truly yours,

Secretary.

RAK:HI

Maintenance
Inspection

Engr to report.

12581—1M—6-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

Federal Aid Oregon # 6

Lab. No. 2681

Field No. 178

Sampled by C. J. Dillinger

Date reported Sept. 20, 1920

County Wheeler

Place of collection John Day River

To be used Class B Bridge

Quantity represented Unlimited

Job—John Day Highway, Unit # 2

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 00.0 | 14.4 | 29.0 | 66.3 | 91.8 | 98.2 | |

Retained on the # 30 screen 69.0%

### Tensile Strength

1 cement : 3 sand

| This sand using 11.5 % water | | Standard sand using 10.0 % water | |
|---|---|---|---|
| 7 Days | 28 Days | 7 Days | 28 Days |
| 365 | | 290 | |
| 360 | | 280 | |
| 380 | | 300 | |
| 368 | | 292 | |

Average

126 per cent of standard sand, 7 days.

..... per cent of standard sand, 28 days.

Remarks: Passes 7 day req.

Office

U. S. Office of Public Roads
M. O. Bennett
C. H. McCullough
C. J. Dillinger

Testing Engineer.

Form 108.

# Oregon State Highway Commission

Report of .....Abrasion Test.....

Field No.....176.....

County .....Wheeler.....

Job .....John Day Highway Unit #2.....

Sampled by .....C. J. Dillinger.....

Lab. No....2629.....

Date reported .....Sept. 16, 1929.....

Material .....Gravel-John Day River.

To be used .Class B Bridge, Piers and Footings

| | | | |
|---|---|---|---|
| Retained on the | 1½" | | 4.5 |
| " | " | 1" | 12.0 |
| " | " | ¾" | 25.0 |
| " | " | ½" | 39.0 |
| " | " | 3/8" | 56.2 |
| " | " | #4 | 66.5 |
| " | " | #8 | 84.2 |
| " | " | #14 | 92.0 |
| " | " | #28 | 95.9 |
| " | " | #48 | 98.6 |
| " | " | #100 | 99.0 |

Specific Gravity ——————————— 2.69

Abrasion ——————————————— 4.30

Gravel represented by this sample is O. K. for Class B Concrete. Sample, however is slightly fine for this class of work and better results could be obtained no doubt, by using coarser material

Kenneth S. Hall

Testing Engineer

Office
U. S. Office of Public Roads
M. O. Bennett
C. B. McCullough
C. J. Dillinger

RECEIVED
SEP 17 1920

35 PB

Spray, Oregon, Sept. 14, 1920.

State Highway Commission,
Portland, Oregon.

Gentlemen:-

We desire to call your attention to the fact that the rock grades on section one of the John Day Highway, have not been surfaced.

The grade was completed last Spring, but will require a light covering of dirt to make it possible for traffic.

This work can be done now to advantage, as the harvesting is over here.

The bridge across Kahler Creek will be practically completed this week, but it is almost impossible for the contractors to get lumber hauled to the Alder Creek bridge, which is near the middle of this section, until these grades are made passable.

We further call your attention to the fact that this road gives the eastern part of Wheeler County an outlet to the railroad during the Winter, at which time the old road through the timber and doby hills is impassable.

In asmuch as this work must be done at some future time, and doing it now will make it possible for the contractors to complete the bridges on this unit, as well as enable the contractors or units two and three to supply their road crews during the Winter, we beg leave to urge immediate action towards the opening of this road.

Awaiting your reply, which we trust will be favorable, I am,

Very respectfully,

D. E. Baxter
Sec. Spray Commercial Club.

PR
b

Spokane
8/26, '20

These receipt books are being
sent under seperate cover.

C J Dillinger

AUG 30 1920

...CHAIRMAN
...ENDLETON
} COMMISSIONERS
...LEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Subject:
Material receipt books.

SPRAY, ORE.
Aug. 17, 1920

RECEIVED
AUG 21 1920

Herbert Nunn,
State Highway Engr,
Salem, Ore.

Dear Sir:

The postmaster here handed me a package of material receipt books addressed to B. H. Mc Namee. Mr. Mc Namee was transferred to Mr. Baldock's division a few months ago. The post mark does not show when the package was delivered here. The receipts are Form # 53 and are numbered as follows:

| | | |
|---|---|---|
| D 52901 | to | D 52950 |
| D 53401 | to | D 53450 |
| D 53551 | to | D 53600 |
| D 54151 | to | D 54200 |
| D 59401 | to | D 59450 |
| D 63051 | to | D 63100 |
| D 63101 | to | D 63150 |
| D 64151 | to | D 64200 |

...AUG 30 1920

Please inform me if you wish these blank receipts sent to Salem.

Very respectfully,
C. J. Willings.
Res Engr

Please return the receipt books to this office.
Hollenberg

June 25, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

F.A. #6 #7
Unit

Dear Sir:

Referring again to your letter of June 5th in regard to a revision in the alignment of Section B. Oregon Federal Aid Project No. 6, between Stations 1250 and 1348, we have to advise that the grade between these points is to be constructed along the river route, it having been found that the construction along this route will be very little more expensive than along the original location. Plans for this revision may be inspected by your field engineers upon their next inspection of this project.

Very truly yours.

[redacted]
State Highway Engineer.

By

Office Engineer.

SHP:ET

HIGHWAY DEPARTMENT

# ENGINEER'S WEEKLY REPORT

Section SERVICE CEN-VALLEY FALLS Date July 19, 1920

UNIT # 2 Week from July 10 to July 17

Highway JOHN DAY Job Prefixes 35 PB - 100%
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County WHEELER

Survey will be completed about Number in party 4

Camp location SPRAY

Mail address SPRAY

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

A. Campbell and crew finishing grade
Sta 688 and 710.

Hartzel & Yeats crew of 6 men
with 3 teams and 1 plow team
Sta. Sta. 1226 and 1234

Station crew of 9 Italians working on
rock cuts Sta. Sta. 1290 + 1296

Three witness arrived for Unit # 2, the
first to be used on the work

Roads in good condition. Temperature
100 degrees Encoding entire week

RECEIVED
JUL 23 1920
STATE HIGHWAY ENGINEER

Signed C. J. Belanger

Title Res Engr

End

Notes

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
[illegible]. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
[illegible]

# OREGON STATE HIGHWAY COMMISSION
## SALEM

35 PB

PENDLETON, June 21, 1920.

Subject: Line Revision, Unit 2,
Sarvice Cr-Valades.

RECEIVED
JUN 23 1920

F.A. #6 Unit #2

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

In answer to your letter of June 9th, I wish to report upon decision arrived at regarding line revision between Stations 1250 and 1348 of Unit 2 of the Sarvice Creek-Valades Ranch project. Your letter has attached a letter from the Bureau of Public Roads suggesting use of old road if funds are short. Please be advised that we have relocated the river route and have a good line which will cost much less than formerly reported upon. The completed line along the river will cost but little, if any more, than the old location along the high route.

Trusting this answers your inquiry, I am

Very respectfully,

/s/ Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

REFERRED TO

BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 6.

POST-OFFICE BUILDING
PORTLAND, OREGON
June 5, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

In connection with the revisions now being made on Section "B" (Unit No.2) Oregon Federal Aid Project No. 6, our representative who has been on the ground, makes the apparently reasonable suggestion that if a general revision of alignment between Sections 1250 and 1348 along the river route is found too expensive, that it would be advisable to use the old road which is passable until such time as funds are available to construct a new road along the revised location. He points out that the located line, as shown in the plans, follows the present road and that the little benefit derived from work now proposed to be done on the old route is perhaps unwarranted in view of the much better (though more expensive) location available.

If this suggestion appears reasonable to you, portions of the project involved where the road is serviceable could be omitted by amending the plans and project agreement.

Please let us have your views on this matter.

Yours very truly,

Acting District Engineer,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 6.

POST-OFFICE BUILDING
PORTLAND, OREGON

April 29, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to your letter of April 23, we assume that the plans which you recently sent to this office were intended to provide the information requested in our letter of March 13, which refers to the Howe truss over Haystack Creek, on Oregon Federal Aid project No. 6, Unit No. 2. The plans recently submitted do not contain any information relative to the foundation conditions, nor do they show contours or profile for bridge site. Will you kindly look into this matter again and see if it is possible that the wrong plans have been submitted.

Very truly yours,

L L McKesson
Acting District Engineer.

RECEIVED
MAY 1 1920

NOTED
C. E. McCULLOUGH

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Spray, Ore.,
April 26, 1920.

File: P.R.No. 6.

Herbert Nunn,
State Highway Engineer,

Dear Sir:

Your letter of April 17 states that three blueprints of the Haystack line revision were received by the Bureau of Public Roads and that no correspondence accompanied them.

On March 24 Mr. Bennett wrote me for the revised map which he stated the bridge department had requested from him. Complying with his request I sent a tracing to the Pendleton office. Hence I am unable to state who furnished the Bureau of Public Roads with the blueprints. To date I have had no communications with that bureau.

Very respectfully,

C. J. Dillinger

Resident Engineer, Unit #2,
Sarvice Creek-Valades Ranch Sec.

cc-Mr. M.O.Bennett.

Note

CONTRACTS #172, 191, 210,
211, 295, 609

PR-6 Unit 1, Sarvice Cr.-Valades 1920-1923
Ranch, John Day Hwy.
172, 191, 210, 211, 295, 609 #2

November 23, 1923.

PR 6

Memorandum

Mr. Probert:

Mr. Wanzer has made an arrangement with Metzger & Johnson whereby they have agreed to gravel approximately one mile on Unit No. 1 of the Service Creek-Valadez Ranch Section immediately west of the west end of their contract on Unit No. 2. The amount to be put on is merely to cover some coarse gravel surfacing which was put on by state forces about two years ago.

I am not advised as to the quantity, but think about a thousand yards will be required. Metzger & Johnson have agreed to put this on at a price of $2.25. Wanzer will secure a written offer from Metzger & Johnson and have the same approved by the surety company, and when this is received it should be attached to the contract and will be authority for using those prices on the estimate vouchers.

I am taking this up at this time as the matter will probably come in while I am away.

RAF:NI

REFERRED TO Commission BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

JUL 6 1922

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

July 6, 1922.

Clarence Cook
P.R. #6

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Maintenance inspection has been made for Oregon Federal aid project No. 6. The southerly half of this project has been surfaced with gravel, and was found to be in fairly good condition. In places the gravel surface was still very loose and rutted, but proper maintenance will probably put this in reasonably good condition.

The northerly half of the project is unsurfaced, and has apparently been very much neglected. The ruts formed during the winter are still unfilled, and ditches obstructed. The general condition of the road is not particularly favorable, either to the Bureau or to the State.

From Spray north to the end of the project considerable work is now being done in the way of removing slides and in dressing rock cuts with earth. This will improve the condition of this portion of the road, and make it reasonably passable. We do not believe, however, that this would form a satisfactory surfacing.

We are informed through the press that the State is now contemplating surfacing a portion of this project, and we desire to urge very strongly the importance of surfacing all of the project from the

of the existing gravel to Sarvice Creek. The present condition of the road demonstrates clearly that satisfactory maintenance can not be had on earth projects under adverse climatic conditions existing in this section. The amount of money already expended in this project by the Government for the State is very considerable, and the public can not receive a proper return for this investment unless the road is kept in first class condition.

We will be pleased to recommend Federal aid for the surfacing of this project, and believe that it should receive immediate attention in order that the work may be completed before the close of the season.

Please issue the necessary instructions for having the road put in proper condition, if you have not already done so, and also advise us as to the surfacing of the project.

Very truly yours,

C. H. Purcell

District Engineer.

MAINTENANCE INSPECTION

Oregon
6
One

District Engineer, Portland, Oregon. July 5, 1922.

[redacted]

John Day Highway, Harvies Cr.-Valádes Ranch

Grant and Wheeler

July 1, 1922.

C. L. McKesson

Senior Highway Engineer.

Inspection made unaccompanied.

Project consists of 48.45 miles of grading and drainage structures. Completed, grading in 1921 and bridges in 1922.

Surface:- On westerly six miles a gang at work removing slides and topping rock grades with earth, pay roll about $400.00 per week. Maintenance order authorizes expenditure of $3600.00. The project has been surfaced with gravel of a width of ten to fourteen feet from the southerly end for a distance of about 22 miles. Most of this surfacing is in good condition. Some is still quite loose but will be satisfactory in time if properly maintained. The northerly twenty-five miles of the project is still unsurfaced and is generally in very unsatisfactory condition. The only maintenance on this section to date has consisted of placing earth on some of the loose rock fills. The entire section should be surfaced at once.

Log of road attached.

Bridges, Culverts & Drains:- In good condition.

Cost of Maintenance:- Removing slides and dressing grade with earth on westerly six miles this year cost $2,069.00 exclusive of bridges.

Adequacy of Maintenance:- Maintenance work on this project has been neglected and the condition of the project, in general is unsatisfactory.

Railroad Crossings:- None.

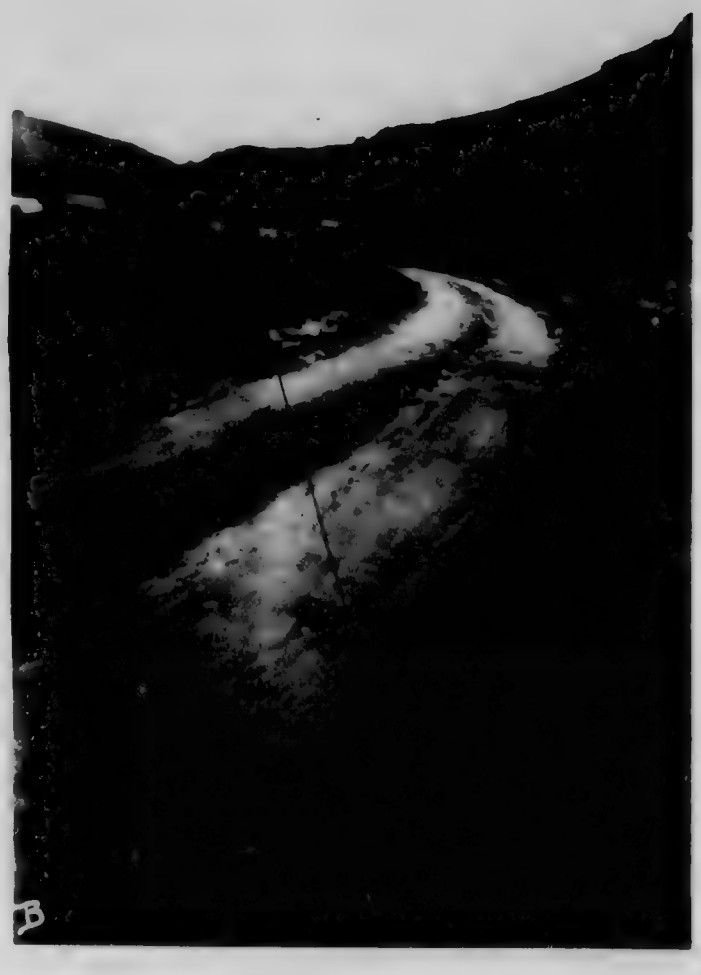
Road Signs:- None.

Comment:- The very unsatisfactory condition of the northerly half of the project justifies the strong stand now being taken by this Bureau against approval of unsurfaced projects.

A copy of a letter written to the State is attached.

Photographs:- Attached.

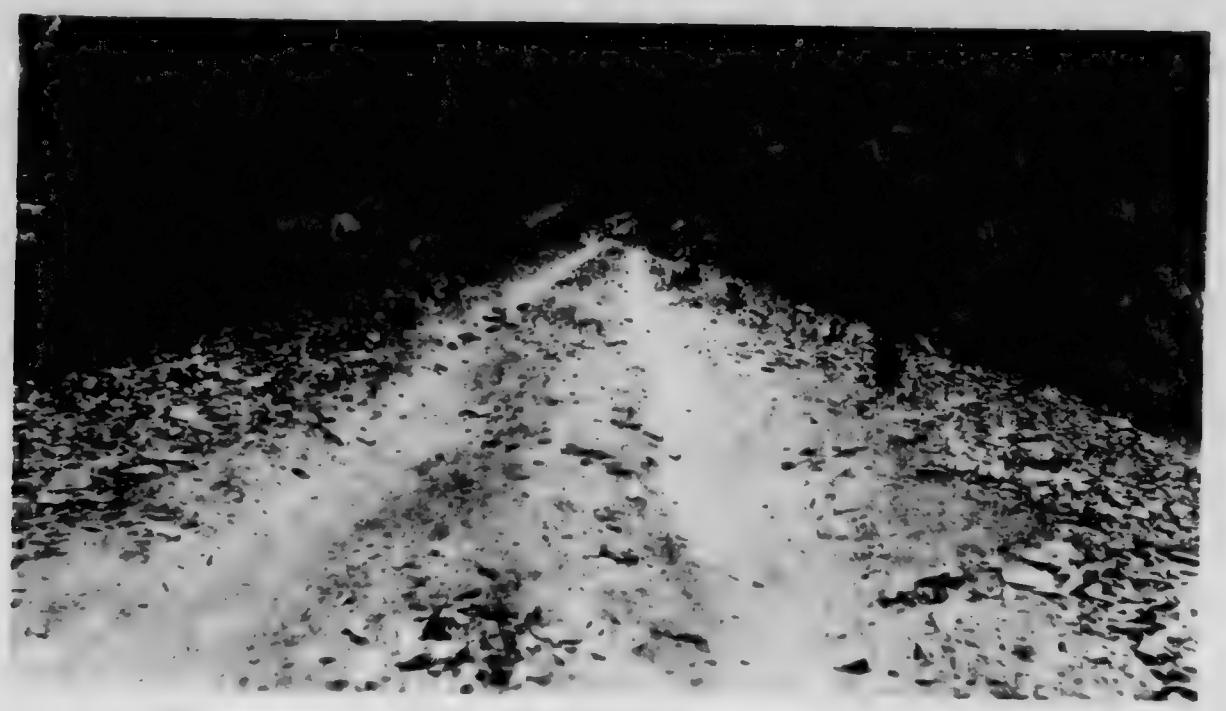
Mile 22.4



Mile 22.7

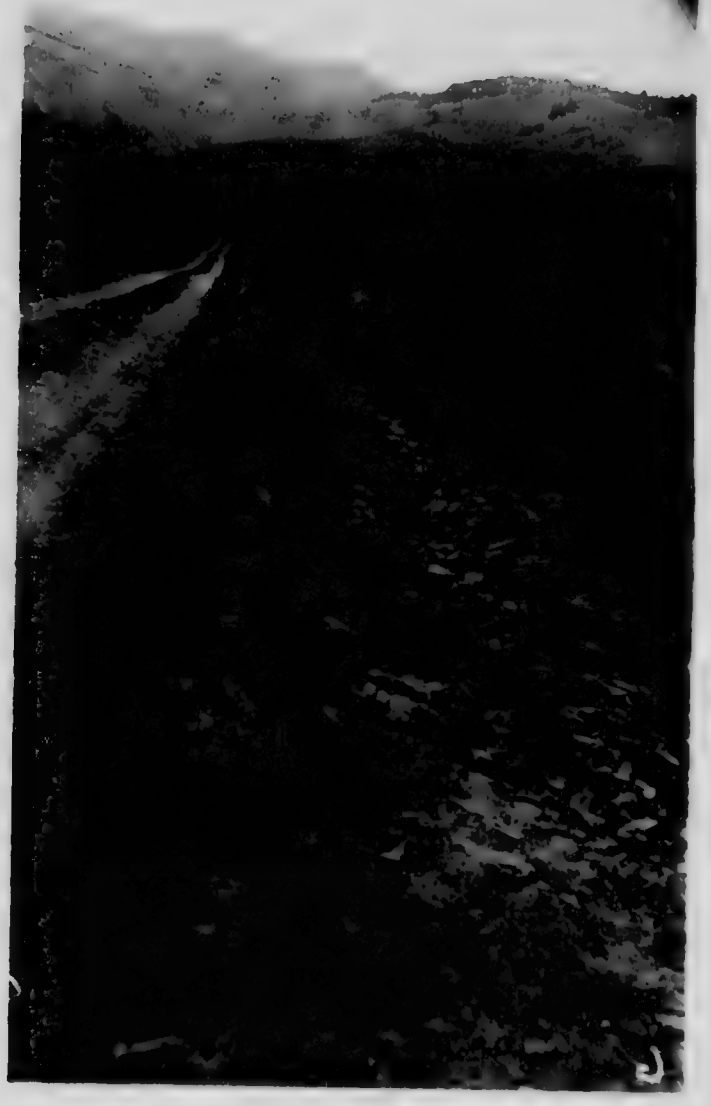
Mile 23.4

Mile 24.9



Mile 26.0

Mile 26.5



Road rough, rutted and uncared for.

Road rough and uncared for as shown in previous photograph.

March 15, 1922

Mr. C. H. Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

File No. 6PR6

Dear Sir:

Herewith we are returing four copies of final voucher on the Service Creek-Valades Ranch Section, Oregon Federal Aid Project No. 6.

These vouchers have been changed in accordance with your letter of the 13th. It is noted that no change in the Federal Aid is involved.

Very truly yours

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Dic. by J.W. DeSousa
VLB
(Incls.)

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

Ore. #6

RECEIVED
MAR 15 1922
OREGON
STATE HIGHWAY COMMISSION

March 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In checking the final voucher covering work on Oregon Federal Aid Project No. 6, it is suggested that the item for which you are not requesting Federal aid, i.e., bridges as covered in your letter of February 25, 1922, should be deducted from the Agreement Estimate amount "A" the same as is done in the case of under-gauge culvert pipe.

We are returning herewith attached the four copies of the final voucher, as it is believed this can be corrected without re-writing the vouchers.

Very truly yours,

C. H. PURCELL, District Engineer,

By J. M. Vaciaet
Acting.

Enclosures

March 9th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon. File PR - 6

Dear Sir:

Reference is made to our telephone conversation this date with Mr. Davis of your office relative to deductions for under-gauge culvert pipe on the Sarvice Creek-Valadez Ranch Section, Oregon Federal Aid Project No. 6.

We trust that in view of our conversation no difficulty will be experienced in checking these deductions, and for your information we are enclosing herewith four copies of the statement showing just how the total amount of the deduction was reached.

Yours very truly,

HERBERT BURK,
State Highway Engineer,

By

Dic. by J.W. De Sousa Office Engineer.
GMS
Encls

STATEMENT OF UNDERGAUGE CULVERT PIPE
ELIMINATED ON FINAL VOUCHER PROJECT #6.

- - - - -

| | | | | | | |
|---|---|---|---|---|---|---|
| **UNIT #1** | | | | | | |
| 856 | Lin. Ft. | 12" Culvert Pipe | @ 3.00 | 2,568.00 | Final Est. | |
| 220 | " " | 24" " " | @ 3.50 | 770.00 | " " | |
| 64 | " " | 36" " " | @ 6.00 | 384.00 | Ag. Est. | |
| | | | | 3,722.00 | | |
| **UNIT #2** | | | | | | |
| 558 | " " | 18" " " | @ 3.00 | 1,674.00 | Ag. Est. | |
| 458 | " " | 24" " " | @ 4.00 | 1,832.00 | Final Est. | |
| 32 | " " | 36" " " | @ 6.00 | 192.00 | " " | |
| | | | | 3,698.00 | | |
| **UNIT #3** | | | | | | |
| 194 | " " | 18" " " | @ 3.50 | 679.00 | Ag. Est. | |
| 30 | " " | 24" " " | @ 7.00 | 210.00 | " " | |
| | | | | 887.00 | | |
| | | | Total Deductions | 8,309.00 | | |
| | | | Tot. Ag.Est. as on final voucher | 694,920.86 | | |
| | | | Ag. Est. Amount | $703,229.86 | | |

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

RECEIVED
MAR 7 - 1922
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

March 6, 1922.

Ore. #6

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

REFERRED TO
H. N.

Dear Sir:

An inspection of Oregon F.A.P.#6 has just been made for the purpose of finalling the project.

The project was found to have been completed, and ready for acceptance, except for some minor defects in some of the timber trestles, as follows:

In Grant County, Unit 3, Station 275 is a single span trestle built with the south sill about three feet higher than the flow line of the channel. This sill should be lowered to the level of the opposite sill, as recommended in our letter to you under date of November 8, 1921.

Unit 4, Station 661 (Johnny Creek), the forms are still in place on one pier of 3-span trestle, the hand rail has received only one coat of paint, no nuts or washers are on the bolts for the guard rail, and one end panel stringer on the east side at the south end has no bearing block over the pier cap. Mr. Kirkwood states that this work will be completed before the contractor leaves the job.

At Station 877, a single span trestle, the hand rail is unpainted.

Station 1277 (Cottonwood Creek), three-span trestle. No work has been done on this structure.

With the exception of the Cottonwood Creek span, which will probably require two months to construct with the small force employed, these are all small items, and we do not wish to hold up the acceptance of the project because of them. Therefore, if you will write us a letter stating that the defects noted will be corrected at once, and that the Cottonwood span will be built immediately, either by the contractor or by State forces, you may submit your final voucher covering all work except the Cottonwood structure, and we will submit it with our recommendation for approval.

We wish also to call to your attention some much needed maintenance in the way of cleaning out culverts and ditches and dragging the roadway on Unit #1, and also portions of Unit #2. On the westerly end of Unit #1 nearly all the catch-basins are either partially or completely filled, and on both Unit #1 and #2 the side ditches are filled with rock from the slope wherever the roadway was constructed in solid rock or talus slide material. Where not surfaced, the road is badly rutted and in need of reshaping.

At Station 745, a three-span trestle, the end sills have been undermined by a recent water spout which also piled up rock, sand, etc., to within about 2½ feet of the stringers. Your bridge maintenance crew has placed riprap along the sills, and have constructed dry rock walls from the banks to the piers, in order to throw all the water under the

center span between the concrete piers. This, in effect, reduces the waterway which is already barely adequate. We believe it would be better to remove these rock walls, and to carry the end sills down to a safe depth rather than to attempt to confine the water in a narrow channel.

Very truly yours,

C. H. PURCELL, District Engineer,

By [signature] Acting.

Copies sent to
Scott
Kirkwood
Bridge Dept.

ANSWERED
S. H. Probert

PR 6
1 7

November 30, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We note from reports of Frank Russell who is in charge of state work on Units No. 1 and 2, John Day River Highway, that during the two weeks from November 6th to November 20th, he placed only 372 cubic yards or approximately 27 cubic yards per day, of gravel.

This showing is far from satisfactory.

It is noted in his reports that out of the two weeks, his trucks were tied up 5½ days. We have requested Mr. Grutze to send a man who will drive one of the trucks and also look after the maintenance and up-keep of the others.

Unless conditions on this job improve materially very shortly, I would suggest that you place a more competent man in charge of the work.

In this connection please have your foremen show on their weekly reports a total yardage and a total cost per yard, todate, of materials moved.

Yours truly,

HERBERT NUNN,
State Highway Engineer

By

Assistant Engineer.

COX:EM

Form No. 30.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date Oct, 30 1921

Job Name Service Creek-Valades Units #1-2

Week from Oct, 24 to Oct, 30

Mail Address Spray, Ore.

Highway John Day

Telegraph or Telephone Address Spray, Ore.

County Wheeler Job Prefix

Express and Freight Address Spray, Ore.

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Placed and spread 274.5 yds. of base and 323.0 yds. of top. Prepaired sub-grade from sta. 720-00 to sta. 736-00.

Returned Morland truck 323 to Salem Oct. 24th.

NOV 3 1921 HIGHWAY ENGINEER

NOTED
J. H. SCOTT

Signed Frank Russell

Title Engr. and Supt.

(See back of this sheet for instructions and detailed information.)

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

August 24, 1921.

NOTED
H. N.

State Highway Commission,
Salem, Oregon.

PR #6

Gentlemen:-

For your information we are forwarding you copies of recent inspection reports on Units 1 and 2 of Oregon Federal Aid project No. 6.

Please note recommendations as to needed maintenance.

Yours very truly,

District Engineer.

Oregon
6, Unit A
One

District Engineer, Portland, Oregon. August 20, 1921.

xxxxxxxxx
xxxxxxxx
xxxxxxxxx

John Day Hwy., Service Creek-Spray

Wheeler

August 16, 1921.

A. F. Morris

Highway Engineer.

Inspection made unaccompanied.

Unit consists of 13 miles of grading and structures.

This section was fully completed about the first of this year. As the contract did not provide for earth backfill over rock cuts and fills, the County and State applied a covering of "buckshot" soil where necessary. This material makes a very good roadbed and is still in good condition.

A recent waterspout has partially filled the road at a point about one-half mile east of Service Creek and several pipe culverts between the west end of the project and Alder Creek have been filled with earth washed down from the hillsides. In the rock cut about Station 180 a considerable amount of rock has fallen from the cliffs and half filled the road. These obstructions should be removed as soon as possible. Otherwise, the unit is in satisfactory condition as an earth road but should be surfaced with gravel as soon as funds are available.

Photographs:- Attached.

AUG 26 1921

July 20, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File Scott

Dear Sir:

The Highway Commission has ordered the surfacing with gravel or rock of the Service Creek-Valadez Ranch Project, Units 1, 2, 3 and 4.

It appears advisable that bids for the work be received at the August meeting of the Commission, and we desire that you make such investigations as are necessary, work up a general plan of improvement, and supply us with all details necessary for the advertising of the work.

It appears to be the idea of the Commission to hold the expenditure for this surfacing to a minimum consistent with permanent and satisfactory construction, and this should be borne in mind in determining the thickness of surfacing to be used over different portions of the project. It may be possible to entirely omit the surfacing of some parts of the job, but this should not be done to the serious detriment of the work.

The width of the surfacing should probably be made twelve feet, and Mr. Kelley recommends that unless a very considerable saving can be made by the use of run-of-bank, that crushed gravel or broken stone be used, selecting for crushed gravel, pits having a high percentage of oversize material.

The project should probably be divided into several units for purposes of contracting, the division points being determined by economic hauls from desirable sources of material. The sections should, in general, be from ten to fifteen miles in length.

When you submit your data, please have a completely worked out proposition, giving the sources of materials selected for use, the station limits of sections of different thicknesses and complete specifications for construction. For your use we are returning the sketch showing the pit locations on Unit No. 4. We have been unable to find the map showing pit locations on Unit No. 5, to which map you referred in your letter of July 7th.

We would suggest that you make a careful personal investigation of the conditions pertaining to this proposed surfacing work as the engineers on the work locally have had no experience in surfacing construction and this is one of the biggest rocking jobs that has yet come up.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:HHH
c. c. to Mr. Kelley.

FORM 4 SM-6-21

R. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, DEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO
BY H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

12PC-12PE - Gravel Pits.
File 24.

The Dalles, Ore., July 7, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attached hereto is a small scale map showing the location of gravel pits on Unit 4 of the Sarvice Creek-Vallades Ranch Section of the John Day Highway. This map also shows the approximate yardage of gravel in each pit. The red circles indicate gravel in river bars, and the square figures indicate gravel in banks or pits on the hillside. You will notice that with the frequent occurrence of gravel that the haul can be kept down to not over a mile and one-half maximum haul. I think that this map, used in conjunction with the regular project map used on construction will be sufficient to make up a project map for this gravelling.

The total length of the project is 11.1 miles. My understanding is that a minimum amount of gravel placed in a section 12 feet in width was to be used. I figure on an average of six inches in depth, as this will be about a minimum of what will stand up on the ordinary soil encountered in this section. Through the gorge and other rock cuts we will be able to cut the thickness down to about four inches, but in a few other places where adobe is encountered it will be necessary to increase the thickness to eight inches. I think that figuring an average of six inches will furnish sufficient gravel. No maintenance gravel will be needed, as it can be obtained from the river bars at any time. Probably we should call for a total of 15,000 yards, which should be ample to cover all of the section. The specifications should provide for a 1 1/2 inch maximum. The sand contained in the gravel should be limited probably to 30 or 35%. The material should all be screened through a revolving screen which will reject all over 1 1/2 inch material, or screened over a grizzly and the flat oversize raked out on the road. The price bid per cubic yard should include preparation of sub-grade, or bringing the roadbed surface to a true even grade line, cleaning out of all ditches and slides, and removing loose spauls over 1 1/2 inches in diameter from the roadbed.

Workload
CAR

7

The material should be placed in two equal lifts. The date of completion should be not later than February 1st, as after this date the river is liable to rise and make the gravel bars in the river not available.

On Unit No. 3 of the Sarvice Creek Vallades Ranch Section we should figure on about the same specifications, but the thickness should be eight inches instead of six, as there is very little rock work where the thickness could be reduced, and there is a great deal of adobe soil upon which a light surfacing of gravel will not hold. I think we should figure on an average 8 inch thickness, and where material can be saved by cutting down the thickness on rock cuts the thickness should be increased on some adobe fills. We have no maps or data in this office available for showing gravel pits. In the box of notes or records of Unit No. 3, which was in charge of A. C. L. Jetley, were two bundles of miscellaneous maps. (A gravel map or chart showing the location of pits, approximate yardage, and size of gravel, was made up of this section, and is included in one or the other of these packages marked "Miscellaneous Maps". This may also ~~be~~ have been shown on the alignment map. In case you are not able to locate this map, there is a pit along the river from Station 35 to 40 containing thousand yards of gravel. A revision of the line shortened the distance at this point somewhat, but the pit is right at the forks of the river. On the original map it is about opposite Station 67. There is gravel again available at Station 130. There is again gravel available about 1000 feet west of Station 190. There is gravel again available opposite Station 316, also opposite about 365. There is also a gravel bank or gravel cut about Station 445. There is an abundance of good gravel all along this section, and very suitable in size. These stations given above are the best we can do without going into the field and making a field inspection, unless you can locate the map above referred to, which was turned in with Mr. Jetley's records.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

1 Encl.

Form 108-A.

# Oregon State Highway Commission

F. A. No. 16

## Report of Cement Tests

Date reported 7/8/21 — County Grant

Source Prairie City — Job Unit #4 Bridges John Day Highway

Date sampled 6/2/21

Quantity represented 500 bbls. — Brand Lehigh

To be used Class A and B concrete — Sampled by A J Skelton

| Sample No. | No. Bbls. | Car No. | Fineness on 200 | Time of Set | | Soundness | Tensile Strength | | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Initial | Final | | 7 Days | 28 Days | |
| Lab. No. | | | | | | | 500 | 400 | Passes 28 day tests |
| 511 | 500 | | 10.8 | 3 - 00 | 6 - 40 | OK | 540 | 400 | MD arrived 7/7/21 |
| H. D. | | | | | | | 520 | 425 | Sample 6/2/21 |
| 505 | | | | | | | 520 | 400 | |
| Lab. No. | | | | | | | | | |
| H. D. | | | | | | | | | |
| Lab. No. | | | | | | | | | |
| H. D. | | | | | | | | | |
| Lab. No. | | | | | | | | | |
| H. D. | | | | | | | | | |
| Lab. No. | | | | | | | | | |
| H. D. | | | | | | | | | |
| Lab. No. | | | | | | | | | |
| H. D. | | | | | | | | | |

CC U S Bureau of Public Roads 2
Office ✓
C B McCullough
J K Stott
A J Skelton

Testing Engineer.

14982—1M—8-21.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F. A. Proj. 16

Date Reported 6/30/21 Lab. No. 4495

Source Gravel bar at site Field No. 2001

County Grant

Quantity Represented Job Rattle Snake Br. #12P8-1

To be used Class B concrete Sampled by A G Skelton

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 0.0 | 17.4 | 37.0 | 62.2 | 81.8 | 93.0 | 7.0 |

### Strength Tests
1 cement: 3 sand

| This Sand Using 12.5 % Water | | | | Standard Sand Using 10.0 % Water | | | |
|---|---|---|---|---|---|---|---|
| Compression | | Tension | | Compression | | Tension | |
| 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| 1670 | 3980 | 405 | 485 | 1973 | | 365 | 445 |
| 2175 | 3847 | 415 | 540 | 2075 | | 385 | 425 |
| 2073 | 2635 | 420 | 510 | 2075 | | 395 | 400 |
| 1975 | 3477 | 413 | 512 | 2025 | | 370 | 422 |

| Compression | Tension | |
|---|---|---|
| 97.7 | 109.5 | per cent of standard sand, 7 days |
| | 121.0 | per cent of standard sand, 28 days |

Remarks: 28 day tests indicate that sand represented by this sample is suitable for Class B Concrete.

CC Office
G S Bureau of Public Roads 2
C B McCullough
J E Scott
A J Skelton

*Testing Engineer.*

— 14982—1M—3-21.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F. A. Proj. 16

Date Reported 6/9/21 — Lab. No. 4490

Source Gravel Bar at Kight — Field No. 2001

County Grant

Quantity Represented Class B Concrete — Job Rattle Snake Bridge

To be used — Sampled by A G Scelton

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| | 17.4 | 37.0 | 62.2 | 81.2 | 93.0 | 7.0 |

### Strength Tests
1 cement: 3 sand

| This Sand Using 12.5 % Water | | | | Standard Sand Using 10.0 % Water | | | |
|---|---|---|---|---|---|---|---|
| Compression | | Tension | | Compression | | Tension | |
| 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| 1670 | | 406 | | 1973 | | 255 | |
| 2175 | | 416 | | 2073 | | 365 | |
| 2075 | | 420 | | 2073 | | 395 | |
| 1975 | | 413 | | 2025 | | 375 | |

Compression 97.5 — Tension 109.5

..... per cent of standard sand, .7 days

..... per cent of standard sand, 28 days

Remarks: 7 day results indicate that sand represented by this sample is suitable for Class B concrete

cc Office
U S Bureau of Public Roads 2
C B McCullough
J H Scott
A G Scelton

*Testing Engineer.*

14713—186—4-21

# Oregon State Highway Commission

## REPORT OF GRAVEL TEST

Date Reported 6/3/21

Lab. No. 4525

Source Station 1160

Field No. 3585

County Wheeler

Quantity Represented Service Creek

Job Macadam

To be used K D Lytle

Sampled by

### SCREEN ANALYSIS

| | |
|---|---|
| Retained on 3 inch | ....% |
| Retained on 2½ inch | ....% |
| Retained on 2 inch | ....% |
| Retained on 1½ inch | ....% |
| Retained on 1 inch | ....% |
| Retained on ¾ inch | ....% |
| Retained on ½ inch | ....% |
| Retained on ⅜ inch | ....% |
| Retained on No. 4 | ....% |
| Sand in sample as submitted | ....% |

| | |
|---|---|
| Specific Gravity | 2.64 |
| Abrasion per cent wear | 4.20 % |

Remarks: Rock represented by this sample is suitable for use in macadam

Office
J H Scott
K D Lytle

Testing Engineer

14982—1M—3-21.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F. A. Greig

Date Reported 6/7/21 Lab. No. 4158

Source Bar 200 yds. from site Field No. 101

County Grant

Quantity Represented 10[illegible]yds. Job Holmes Creek Bridge

To be used Class B Concrete Sampled by A S Skelton

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 0.0 | 32.2 | 66.6 | 86.4 | 96.9 | 98.8 | 1.2 |

### Strength Tests
1 cement: 3 sand

| This Sand Using 10.0 % Water | | | | Standard Sand Using 10.0 % Water | | | |
|---|---|---|---|---|---|---|---|
| Compression | | Tension | | Compression | | Tension | |
| 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| 3057 | 3747 | 510 | 560 | 1973 | 2430 | 355 | 445 |
| 2227 | 3442 | 540 | 660 | 2073 | 2035 | 385 | 425 |
| 2537 | 4[illegible]50 | 525 | 600 | 2025 | 2627 | 395 | 409 |
| 2597 | 3746 | 525 | 640 | 2028 | 2597 | 378 | 423 |

| Compression | Tension | |
|---|---|---|
| 127.0 | 129.0 | per cent of standard sand, 7 days |
| 144.5 | 151.0 | per cent of standard sand, 28 days |

Remarks: 28 day test indicate material represented by this sample is suitable for Class B Concrete

CC U S Bureau of Public Roads 2
J H Scott
A S Skelton
Office

*Testing Engineer.*

CC U S Bureau of Public Roads 2

14713—150—8-21

# Oregon State Highway Commission

## REPORT OF GRAVEL TEST

F. A. Proj. 16

Date Reported 6/.../21 Lab. No. 462.

Source Sec 1017 Field No. 3594

County [illegible]

Quantity Represented Job Service Creek

To be used [illegible] Sampled by K. D. Lytle

### SCREEN ANALYSIS

| | |
|---|---|
| Retained on 3 inch | ....% |
| Retained on 2½ inch | ....% |
| Retained on 2 inch | ....% |
| Retained on 1½ inch | ....% |
| Retained on 1 inch | ....% |
| Retained on ¾ inch | ....% |
| Retained on ½ inch | ....% |
| Retained on ⅜ inch | ....% |
| Retained on No. 4 | ....% |
| Sand in sample as submitted | ....% |

| | |
|---|---|
| Specific Gravity | 2.66 |
| Abrasion per cent wear | [illegible] % |

Remarks:
Office ✓
U S Bureau of Public Roads 2
J E Scott
K D Lytle

Testing Engineer

14713—1M—2-31

# Oregon State Highway Commission

## REPORT OF GRAVEL TEST

Fe Le Proj # 6

Date Reported 1/[illegible]/31 Lab. No. 424

Source Gravel bar at right Field No. 2001

County Grant

Quantity Represented Job Rattle Snake Bridge (2 1-1

To be used Class [illegible] Sampled by A O Stelton

### SCREEN ANALYSIS

| | |
|---|---|
| Retained on 3 inch | 0.0 % |
| Retained on 2½ inch | % |
| Retained on 2 inch | 17.6 % |
| Retained on 1½ inch | % |
| Retained on 1 inch | 47.9 % |
| Retained on ¾ inch | 6[illegible].6 % |
| Retained on ½ inch | [illegible].2 % |
| Retained on ⅜ inch | [illegible].2 % |
| Retained on No. 4 | % |
| Sand in sample as submitted | 24.6 % |

| | |
|---|---|
| Specific Gravity | 2.[illegible] |
| Abrasion per cent wear | 6.26 % |

Remarks:
[illegible] Bureau of Public Roads 2
C B [illegible]
J E Scott
Albert Stelton
Office

[signature]

Testing Engineer

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAY 4 1921

Date May 1, 1921, 192...

Job Name BUTTE CREEK SECTION

Week from Apr. 24 to 30

Mail Address FOSSIL

Highway JOHN DAY HIGHWAY

Telegraph or Telephone Address FOSSIL

County WHEELER Job Prefix 35 FD-1

Express and Freight Address CONDON

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

MACADAM JOB

The contractors force arrived here the first of the week and are now tearing down the crushing plant preparatory to moving it up to Sta.760. They have 8 men working and should get set up and running by the 10th of the month.

NOTED
C C KELLER

APPROVED
MAY 2 1921
ENGINEER

Signed K. D. Fyfe

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

The only condition upon which I would consider

NOTED M.M.

12P3 - Extention of Time.
File 65.

The Dalles, Ore., March 31, 1921.

Jas. F. Clarkson & Company,
1424-1426 Yeon Building,
Portland, Oregon.

Gentlemen:

Referring to your letter of March 24th in regard to extention of time on your contract, and in which you ask for an extention of time depending upon the completion of the Curtis Gardner contract for the North Fork of the John Day River spans. As I understand it, your grading will be finished some time in April. It may be impossible to start work again on the North Fork Bridge until June, or mabe July, depending upon the stage of the water. Even then it will probably take three or four months to get this bridge erected. Noting the fact that it would take you several weeks to put in the small bridges on Unit 3, together with filling the blank ends, even after the North Fork Bridge was completed, it would mean that the John Day River Highway could not be travelled until very late in the fall.

I would suggest that you immediately arrange to put a cable, either of the aerial type, or one of about the elevation of the water surface, and in either case, carry or float your timbers across on this cable, perhaps using horses, or it might be possible to do most of the work with the current. As you will realize, all of the contracts in this section have dragged along considerably more than we expect to permit contracts to drag in the future. By delaying covering Unit 3 completely with men, you are able to let this work at much better prices, and do the work which you have done yourself with day labor at lower prices, which has been a considerable advantage to you. I think that you can easily, and fairly cheaply, arrange to transport your material across the river by use of a cable as suggested above, and let us have a chance to get some use of the road this summer.

The only condition upon which I would consider

recommending that your contract be extended to permit your doing the work after the North Fork Bridge is completed would be for you to make a written agreement agreeing to pay the penalty and the engineering costs involved. However, we prefer that you proceed with the work immediately, and I will recommend the necessary extention if the work is carried on vigerously and continuously. I believe that it will be cheaper for you to continue the work than to pay the penalty and the engineering costs.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc to Salem.

PR6 #1

Letter dated

To

From

Re Claim - Coast Lyburt & Flume Co
Pacific Fruit & Produce Co.

File 101

13796—1M—11-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F.A. [illegible] 6

Date Reported March 24, 1921 — Lab. No. 3758

Source Gravel bar at bridge site. — Field No. 179

County Grant

Quantity Represented 500 yds — Job North Fork Crossing 12 PG-1

To be used Class A & B Concrete, Bridge — Sampled by A. G. Skelton

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 0.0 | 12.2 | 43.8 | 76.2 | 94.4 | 98.8 | |

### Strength Tests
1 cement: 3 sand

| | This Sand Using 12.1 % Water | | | | Standard Sand Using 10.0 % Water | | | |
|---|---|---|---|---|---|---|---|---|
| | Compression | | Tension | | Compression | | Tension | |
| | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| THIS SAND WAS WASHED | 2300 | 3090 | 360 | 605 | 2300 | 4290 | 285 | 595 |
| | 2600 | 4410 | 440 | 610 | 2160 | 3890 | 245 | 410 |
| | 2500 | 5160 | 370 | 500 | 2270 | 3690 | 245 | 415 |
| | 2457 | 4887 | 397 | 602 | 2225 | 4023 | 258 | 407 |

| Compression | Tension | |
|---|---|---|
| 110.5 | 154.0 | per cent of standard sand, 7 days |
| 121.5 | 149.0 | per cent of standard sand, 28 days |

Remarks: 28 day tests indicate that the sand represented bythis sample is suitable for use in Class A & B Concrete.

cc Office
Bureau of Public Roads 2
C. B. McCullough
J. H. Scott
A. G. Skelton

[signature]

*Testing Engineer.*

March 21, 1921.

Mr. Jas. F. Clarkson,
Yeon Bldg.,
Portland, Oregon.

PRB
Unit #1
Service Creek -
Valades Ranch
Project

Dear Sir:

We are returning herewith for your signature, voucher for $4,213.94 covering final payment on Unit #1 of the Service Creek - Valades Ranch Project.

We are satisfied that if you will trace this matter further you will find that while you have received a voucher for the amount of $3,256.03 as stated to me over the phone, you did not receive a warrant for that amount. Our records show that the voucher for $3,256.03 was cancelled and that a new voucher in the amount of $1,275.54 was drawn and paid in place thereof. If you find this not to be the case, kindly advise us further.

Very truly yours,

HERBERT NUHN,
State Highway Engineer.

By

Office Engineer.

Dict. by S. H. Probert,
[redacted]

807 GASCO BUILDING
TELEPHONE MAIN 3180

# Fidelity and Deposit Company of Maryland

HOME OFFICE BALTIMORE

## DEPARTMENT OF OREGON

R. E. PINNEY
RESIDENT VICE PRESIDENT
CLARENCE D. PORTER
MANAGER

McCAMANT, BRONAUGH
AND THOMPSON
GENERAL COUNSEL
NORTHWESTERN NATL. BANK BLDG.

PORTLAND, OREGON, March 17, 1921.

MAR 18 1921
HIGHWAY ENGINEER

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Klein, Secretary.

Gentlemen:

Referring to your letter of the 12th inst. concerning claim of Mr. J. H. Tilley against Copenhagen Bros., I wish to enclose copy of letter received from Jas. F. Clarkson & Co, which is self-explanatory.

Very truly yours,

Clarence D Porter
Manager.

CDP-N

NOTED
J. M. [illegible]

COPY

JAS. F. CLARKSON & CO.
General Contractos

Portland, Ore., Mar.16,1921.

RECEIVED
MAR 18 1921

Clarence D. Porter, Mgr.,
Fidelity & Deposit Co.,
City.

Dear Sir:

Replying to your letter of the 15th enclosing copy of claim amounting to $98.68, of John Tilley, Service Creek, Wheeler County, Ore.

We wish to advise that Mr. Tilley has been paid in full for the amount as set forth in his claim.

We might also add that Mr. Tilley made a similar claim last year, made a special trip into Portland thinking he had several hundred dollars due him, but when confronted with the facts and cancelled checks, said that he forgot about receiving the money.

Yours very truly,

JAS.F.CLARKSON & CO.

By Chas. L. Butter

CLB

March 12, 1921

~~101~~

Fidelity & Deposit Company of Maryland,
c/o Mr. A. W. Witmer, Agent,
Pittock Block,
Portland, Oregon.

Gentlemen:

I am attaching herewith a claim of J. H. Tilley against Copenhagen Brothers, who had the contract for the construction of Unit No. 1, John Day River Highway for which a bond to guaranty payment of labor and material claims was furnished by your company.

Very truly yours,

Secretary.

RAK:LH
1 Encl.

19796—1M—11-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F.A.Cer # 6

Date Reported March 7 1921 Lab. No. 8782

Source Gravel Bar at Bridge Site. Field No. 179

County Grant

Quantity Represented 800 yds Job North Fork Crossing 13 PC-1

To be used Class A & B Concrete Bridge Sampled by A.G.Skelton

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 0.0 | 19.2 | 43.8 | 76.2 | 94.4 | 98.9 | |

### Strength Tests
1 cement: 3 sand

THIS SAND WAS WASHED

| This Sand Using 15.1 % Water | | | | Standard Sand Using 10.0 % Water | | | |
|---|---|---|---|---|---|---|---|
| Compression | | Tension | | Compression | | Tension | |
| 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| 2260 | | 360 | | 2300 | | 286 | |
| 2650 | | 440 | | 2100 | | 245 | |
| 2300 | | 370 | | 2270 | | 245 | |
| 2657 | | 397 | | 2225 | | 258 | |

| Compression | Tension | |
|---|---|---|
| 118.8 | 154.0 | per cent of standard sand, 7 days |
| | | per cent of standard sand, 28 days |

Remarks: 7 day tests indicate that this sand is suitable for Class A concrete.

cc Office
U.S.Office Public Roads
G.B.McCullough
J.E.Scott
A.G.Skelton

*Testing Engineer.*

Form 108.

# Oregon State Highway Commission

P.A.#[illegible] & 6 Report of ABRASION TEST.

Field No. 279 Lab. No. 5725

County Grant Date reported March 7 1921

Job North Fork Crossing 12 PC-1 Material Gravel

Sampled by A.E.Stilson To be used Class A & B concrete bridge

From Gravel bar at bridge site

Screen Analysis

| | |
|---|---|
| Retained on 2 - - | 4.0% |
| 1½" - | 15.1 |
| 1 - - | 29.0 |
| ¾ - - | 38.0 |
| ½ - - | 55.5 |
| 3/8" - | 70.0 |
| #4 - | 100.0 |

Sample contained 45.5% sand

Abrasion per cent wear - - 5.12%

Specific Gravity - - - - - 2.66

Gravel suitable for use in Class A concrete if washed.

Testing Engineer

cc Office ✓
S.H.Office Public Roads 2
C.D.McCullough
J.L.Smith
A.E.Stilson

FORM 2A 2M-15-29

R. A. BOOTH, EUGENE, CHAIRMAN
E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

March 7, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

Complying with your request we have investigated the claim of James F. Clarkson for additional compensation on his contract for Unit No. 1 of the Service Creek-Valades Ranch Section of the John Day River Highway and find as per the enclosed.

Very truly yours,

C. H. McCulloch

Bridge Engineer.

HR:M
ENCL.

Claim conducted for payment

February 25, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File FH-6-1

Dear Sir:

Herewith we are enclosing a copy of the letter which we have written to Mr. Harry E. Laughlin relative to an alignment on Unit No. 1 of the Service Creek-Valsetz Ranch Project. The correspondence which you enclosed with your letter is also herewith returned to you.

Very truly yours,

[redacted]
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeBonne,

ET

Enc.

OREGON STATE HIGHWAY COMMISSION

Feb. 23, 1931.

Mr. Henry E. Laughlin,
Chief of Field Division,
U. S. Land Office,
616 Postoffice Bldg.,
Portland, Oregon.

File PR-6-1

Dear Sir:

In accordance with a request from our Division Engineer, Mr. J. L. Scott, we are sending you herewith a blue print showing the alignment on Units 1 and 2 of the Service Creek-Valsetz Beach Post Road Project. This map is prepared on the scale of approximately two miles to the inch, and we trust that it will be satisfactory for your purposes. The only other map which we have showing the project in more detail is plotted to the scale of one hundred feet to the inch. If you desire copies at this scale, we will be very pleased to supply you with them.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dft. by J. W. DeSomm.

XX

Encl.

c. c. to J. L. Scott.

HERBERT NUNN
STATE HIGHWAY ENGINEER

**STATE HIGHWAY COMMISSION**
**SALEM**

- Preservation of Trees.
File 9. The Dalles, Ore., Feb. 21, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please forward to Mr. Harry E. Laughlin, Chief of Field Division, U. S. Land Office, 616 Post Office Building, Portland, Oregon, a small scale map showing Unit No. 1, John Day Highway, in Wheeler County. It would well if this map showed as small a subdivision as sections.

We have notified Mr. Laughlin of timber trespassing on Government lands in the vicinity of this highway, and have asked him to take steps to preserve trees along the Highway. This map or sketch was requested by Mr. Laughlin for purposes of this investigation. For your information we are enclosing all correspondence, which you will please return.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:Hl
Encls.

RECEIVED
FEB 22 1921

January 22, 1921

Fidelity & Deposit Company of Maryland,
c/o H. E. Finney, Agent,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you of the intention of the State Highway Commission to make final payment on contract No. 172, Copenhagen Brothers, contractors, covering unit No. 1 of the Service Creek-Valsdez Ranch Section of the John Day River Highway in Wheeler County.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

PAK:LM

Form 104—2M—4-20.

# Oregon State Highway Commission

## REPORT OF CEMENT TEST Wheeler County

Lab. No. 3532

Date reported January 5 1921

Brand Oregon

Sampled by [illegible]

Place of collection Condon

Field No. 5870

Quantity represented 150 Bbls.

To be used Bridges

Job:- Service Creek-Valeda Gulch [illegible]

### Fineness

% residue on 100 sieve 3.1

% residue on 200 sieve 19.8

### Time of Set

Initial 3 Hrs. 10 Min.

Final 6 Hrs. 30 Min.

Accelerated Test: 5 hrs. steam 212° F. O.K.

### Tensile Strength

1 cement : 3 standard sand

using 10.4 % water

| | 7 Days | 28 Days |
|---|---|---|
| | 260 | 340 |
| | 242 | 345 |
| | 240 | 335 |
| Average | 256 | 343 |

Remarks: Passes 28 day requirements.

cc Office
U.S. Office Public Roads
J.H. Scott
E.B. McCullough
H. Bethel

Kenneth Shaw

*Testing Engineer.*

December 29, 1920

Franklin F. Korrell,
Gasco Bld'g.,
Portland, Ore.

Dear Sir:

Answering your letter of the 15th., addressed to Mr. Munn in which you request a certified copy of the contract with Copenhagen Brothers for the construction of Unit No. 1 Service Creek-Valadez Ranch Section of the John Day River highway in Wheeler County, beg to advise that under date I have mailed you, under separate cover, a certified copy of said contract.

This copy is sent to you under said request and the affidavit made by Dan Barcus, which affidavit appears to have been made on behalf of himself and others for a balance due in the sum of $1335.15.

Yours truly,

JMD:AP

Assistant Attorney General.

PRL

December 20, 1920

Re A. Klein,
Office.

Dear Sir:

An affidavit has been filed by Dan Barone for himself and others claiming a balance due for labor performed for Coyoulagen Brothers on Unit No. 1, Service Creek-Valadez Ranch Section of the John Day River Highway in Wheeler County in the sum of $1335.15.

In view of this claim final settlement should not be made until the Commission is furnished satisfaction that said claim has been paid, or until we are authorized to make settlement by the Surety Company.

Yours truly,

JHD:AF

Assistant Attorney General.

PRG

FRANKLIN F. KORELL
PORTLAND, OREGON

Franklin F. Korell

STATE OF [illegible], } ss.
[illegible] }

I, [illegible], [illegible], [illegible], B[illegible], [illegible], on [illegible]: [illegible] amount of [illegible] [illegible], [illegible] [illegible], [illegible] [illegible] [illegible]

[illegible] this [illegible] day of 1235, 15 [illegible], and the [illegible] in the law [illegible] this date.

Hans Barens

Subscribed and [illegible] before me this [illegible] day of December, 1920.

Frankliz K Korell
[illegible] for Oregon

My commission expires Sept, 4, 1923

[illegible]

November 15, 1926.

Mr. R. B. Allen,
Resident Engineer,
Burns Creek, Ore.

Dear Sir:

Please be advised that prefix number 35-23-1 has been assigned to the Vadnais Bridge over Bayrack Creek in Wheeler County.

Very truly yours,

[illegible]
State Highway Engineer,

By

[illegible]
Office Engineer.

This by R B Chaloyer
OJE

cc to Mr J H Scott The Dalles Ore

20

HERBERT NUNN
STATE HIGHWAY ENGINEER

...COMMISSIONERS
...SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Subject: Con. Pat. Contract #295

Sevier Co. Ore.
Nov. 2nd 1920

Gen. J. H. Scott, Division Engr.
Oregon State Highway Comm.
The Dalles, Ore.

Dear Sir:-

I have received estimate for work and material, under contract #295 covering forms and without the job Profile written thereon. To avoid delay may this be written on at either The Dalles or the Salem office.

I was not aware that it was to make out the estimates on the work, in time to be advised of the Engr's progress. I have written for it.

Very respectfully,
E. R. Loben,
Resident Engr.

RECEIVED
NOV 6 - 1920
Ans'd

ANSWERED
H B. G

...UCTION

...Reports covering grading work)

...Unit #1 Service Cr. Valadez.

Number of stations of grading on project 688.8

Number of stations completed 688.8

Number of stations completed except for finishing All finished to grade.

Number of stations covered by contractor's forces none this week.

Number of stations cross-sectioned All cross-sectioned. All cross-sections

Number of station cross-sections completed and checked All necessary re-measurements taken.

Number of stations to be remeasured

Contractor's average force for the week: none at grading men,

none teams, none steam shovels.

Grading work will be completed about All done but a few short approach fills to bridge.

END

# STATE HIGHWAY DEPARTMENT

# DIVISION ENGINEER'S WEEKLY REPORT

Service Creek. Date October 2nd, 19[illegible]

Week from Oct. 25th to Oct. 30th

Highway John Day. Job Prefixes 35-P.A 35-P.E.L.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wheeler

Survey will be completed about ..... Number in party One.

Camp location Service Creek, Oregon.

Mail address Service Creek, Oregon.

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

RECEIVED
NOV 4 - 1926

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

No bridge work on Unit #1 until latter part of week. There are some Bridge Stringers that the mills were unable to saw at the time they were bandsawed.

Contractor has resumed bridge work on this unit here and will close with same framing and raising timber at Service Creek Bridge Sta. 363.

Forwarded to Salem 15th of week; cut sample of Cement in Storage there to Testing Laboratory at Salem. This cement intended for use in Concrete foundations for Bridges on Units #2 & 3 of Service Creek Viaducts Section.

Sent samples of Bridge Timber from this locality to Testing Laboratory in Portland. Timber intended for use in Three Bridges on Units #2 Service Cr. Viaducts Section.

Went to Dufur to consult with Supervisor situation regard to remaining Bridges on Unit #1.

NOTED
H. B. GLAISYER

Signed E. L. Forkner.

Title Field Engineer.

...vering grading work)

...Savice Cr. Valades.

...tions of ... on project 688.0

...mber of stations completed 688.4

Number of stations completed except for finishing All finishing to grade.

Number of stations covered by contractor's forces ...e sta. this week.

Number of stations cross-sectioned All cross-sectioned.

Number of station cross-sections completed and checked All checked.

Number of stations to be remeasured All necessary re measurements taken.

Contractor's average force for the week: 1 team - 2 mch. men,

~~teams~~ none steam shovels.

Grading work will be completed about All done but a few short approach fills to bridges.

E. B. L.

# STATE HIGHWAY DEPARTMENT

# ...D ENGINEER'S WEEKLY REPORT

...Date ... 7th, 19 2..

...Week from Nov. 1 to ...

Highway Jon... Lo...  Job Prefixes 3 C 1 H 35 F P 1.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County W...

Survey will be completed about ...  Number in party One.

Camp location Sutter Cr...

Mail address Sc... Sutter...

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

**MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT**

Rain... Prac... fair this week. Finished
the ... Prac... 2-... and the ... Str...
Prac... Sta 266. ... Sta ... Trav...
framed for 1-Sp... Prac... Sta. 272.
Rock fi... the ... Prac... Sta. and
at Sta 2...
Cont... ... time ... Alder Prac... and
2-... to ...
W... ... H... ... Co. Supt.
Fa... ...

NOV 12 1920

APPROVED
H. B. BLAISTER

Signed E. ... Engr.

Title R... Engr.

Form 104

# Oregon State Highway Commission

## REPORT OF CEMENT TEST

P.A.(illegible) 6 — Grant-(illegible)

Lab. No. 8141

Date reported November 1 1920

Brand Denver

Sampled by L.L.Loken

Place of collection Condon

Field No. 1677

Quantity represented 125 Bbls.

To be used Glass 3 Bridge
Job:- Service Creek- Valsetz P 265

### Fineness

% residue on 100 sieve 1.7

% residue on 200 sieve 13.3

### Time of Set

Initial 3 Hrs. 30 Min.

Final 6 Hrs. 10 Min.

Accelerated Test: 5 hrs. steam 212° F. Ok.

### Tensile Strength

1 cement : 3 standard sand

using 10.9 % water

| 7 Days | 28 Days |
|---|---|
| 248 | |
| 230 | |
| 260 | |
| Average 245 | |

Remarks: Passes 7 day requirements.

cc Office
U.S. Office Public Roads
C.H. McCullough
J.H. Scott
L.L. Loken

*Testing Engineer.*

Copy for State Highway Department
Copy for State Highway Department
Copy for State Highway Department
OREGON
OREGON

J-1

October 30, 1920.

Mr. O. M. Powell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in your letter of October 22, we are today substituting the revised estimates on Oregon Federal Aid Project No. 6, transmitted with your letter for the purpose of auditing vouchers.

Two copies of the estimate to be used by your office and that of the State are attached hereto.

Very truly yours,

Chief Engineer.

Enclosures.

lgb-cpw

State 321,136.04
CO 86,000.00
Govt 364,068.30
$771,204.34

October 7th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-6

Dear Sir:

We are in receipt of your letter of the 4th inst. relative to the pro rata share of the United States on the Sarvice Creek-Valadez Ranch Section, Oregon Federal Aid Project No. 6.

It was our belief that the tabulation sent you would be considered by your office as superseding the original items given for the bridges on Units #2 and #3, and that these revised quantities would be eligible for Federal Aid at the reduced pro rata. However the submitting of a revised estimate for substitution is merely a typographical matter and we are therefore submitting five copies of the revised estimate herewith with a request that this estimate be substituted for the existing project agreement estimate.

It is our understanding that this change will not be effective for vouchering until copies of the bridge contracts on Units #2 and #3 are furnished to you.

Very truly yours,

HERBERT KUHN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

state 321,136.04
Wheeler 36,000.00
grant 70,000.00
Apart 364,068.30
771,204.34

October 7th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-6

Dear Sir:

We are in receipt of your letter of the 4th inst. returning voucher on the Service Creek-Valades Ranch Section, Oregon Federal Aid Project No. 6. New copies have been prepared and are enclosed herewith showing the pro rata share of the United States as 50%. Amt. $15,948.15

Regarding the item of under-gauge pipe, you will note by reference to the copy of monthly estimate sent you on the 5th inst. that full specification gauge is being used for some of the 24" and 36" dimensions on Unit #2. The State will probably pay an increased price for this pipe, but we assume any additional cost and it would appear that under these conditions the full gauge pipe is eligible for Federal Aid at the original contract price.

Predicated on this we are including both 24" and 36" culvert pipe on the revised voucher, the 24" dimension having been over-looked on the previous copies.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. V. DeSouza,
ET
Enc.

6.186.39

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

Portland, Oregon, September 20, 1920.

B. 244

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. McCullough

Gentlemen:-

Referring to your letter of September 18th requesting approval for alteration in splices for end panel of bottom chords on trusses for Bridge No.244 on Oregon Federal Aid Bridge No.6, unit No.3:

The use of the splices for the 90 ft. span as detailed on sheet No. 1351 are satisfactory as far as strength is concerned, but it is noted that the distance A-$3\frac{1}{8}$" is too small to allow clearance for adjusting splice bolts. However a small notch may be cut in the corners of the outside lower chord timbers without seriously imparing the strength.

Approval is hereby granted for substituting a splice detail for 90 ft. span to be used in the end panels only of the 105 ft. spans on Bridge No.244.

Very truly yours,

J. H. Merriatt

Acting District Engineer.

HBW-s

# OREGON STATE HIGHWAY COMMISSION

35 PA

Pendleton, Ore., Aug. 26, 1920.

Subject: Unit 1, finals.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

Referring again to the final records and final estimate for Unit 1 of the Service Creek-Valades Ranch Section, I wish to advise that the cross sections are now inked and that mass diagrams will be completed within three or four days. We will forward these returns complete to you shortly.

Am sorry for the delay and as per your instructions will urge all the boys preparing finals to have same ready for forwarding as soon as possible after the work is completed. I appreciate your position when explaining to contractors about their payments, and we will make every endeavor to relieve the situation.

Very respectfully,

Manche O. Bennett,
Division Engineer.

MOB/B

RECEIVED
AUG 28 1920

August 25, 1920.

Mr. C. W. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

P. R. - 6

Dear Sir:-

Herewith we are sending you four copies of voucher in the amount of $14,576.21, covering work done from June 11th to July 31st, 1920, on the Service Creek-Valades Ranch Section, Oregon Federal Aid Project No. 6.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

August 24, 1920.

Mr. M. O. Bennett,
Division Engineer,
Box 30,
Pendleton, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of August 16th with reference to the final records covering the grading of Unit No. 1 of the Barrier Creek-Valadez Ranch Project. In as much as the submission of these records has already been very greatly delayed, we would suggest that the inking-in of the cross-sections be omitted. The contractors are very anxious to receive the final payment in connection with this work, and we are also receiving frequent inquiries from station men in regard to their final quantities.

We suggest that you urge Resident Engineers on other work nearing completion in your Division to keep their final records as nearly up to date as possible in order that delays such as have occurred in the past may be avoided. It is very embarrassing to have to continually advise contractors that their payments must be held up on account of our failure to complete the computation and checking of final quantities.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SWP:ET
Cc Cc to H. W. Bethel,
H. B. Lobon.

# OREGON STATE HIGHWAY COMMISSION

35 PA

Pendleton, Ore., Aug. 16, 1920.

Subject: Final estimate
Unit 1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert and
Mr. DeSouza.

Dear Sir:

I have your letter of August 14th stating that you believe the grading on Unit 1, Service Creek-Valades Section, to be complete and that contractor is making frequent inquiries about final payment.

I am sorry to advise that we have been delayed in forwarding these returns owing to the condition of same. As per agreement and instructions Mr. Loken sent the final records in with Mr. Wharton to be gone over in this office. We find that no mass diagrams have been made and that cross sections, though plotted, have not been inked in. In addition to this the concrete work, included in headwalls, etc., must be refigured. I am sorry to advise that these details have been neglected and that it will take some three or four weeks to complete this work. We are rushing this work and if you instruct we will leave off the inking of cross sections, but prefer to ink them.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

cc Bethel
cc Loken.

Answered
H. Probert.

DMP

PR
PG

August 16, 1920.

Fidelity & Deposit Co. of Maryland,
806 - 807 Gasco Bldg.,
Portland, Oregon.

Gentlemen:

We are in receipt of your letter of the 13th inst. making inquiry regarding Unit No. 1, Service Creek-Valades Ranch Section of the John Day River Highway in Wheeler County, your bond $210,654.

This work is completed at the present time, but we have not yet received the final estimate on the work, and cannot give you the exact date of acceptance. If you will write us at a later date, we will be pleased to supply you with the date of acceptance and the amount of payments made to the contractor.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Asst. Office Engineer.

Dictated by J. W. DeBaum,
HT

EDWIN WARFIELD,
PRESIDENT

# Fidelity and Deposit Company of Maryland

HOME OFFICE BALTIMORE

R. E. PINNEY
MANAGER

CLARENCE D. PORTER
ASSOCIATE MANAGER

BRANCH OFFICE FOR THE STATE OF OREGON
806-807 GASCO BUILDING
TELEPHONE MAIN 3180

PORTLAND, OREGON,

Aug. 13, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Re: Bond #210654 - Copenhagen Bros.,
Grading Unit #1, Sarvice Creek
Valades Ranch Section of John Day
Highway

We are the surety on the bond of the above, and in order that we might have our files complete, will you please advise us the present status of this contract, and if it has been completed the probable date of completion thereof, and oblige.

Very truly yours,

Clarence D Porter

Associate Mgr.

CDP:E

# OREGON STATE HIGHWAY COMMISSION

35 PA

Pendleton, Ore., July 16, 1920.

Subject: Copenhagen percentage,
Unit 1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert And Mr. Kelley.

Dear Sir:

I have your letter of July 15th asking about allowing Copenhagen Brothers some of their retained percentage on their grading work for Unit 1 of the Sarvice Creek-Valades Section of the John Day Highway. This item was discussed at Portland recently with Mr. Kelley and Mr. Clarkson, and I believe Mr. Kelley took a note of same. I recommended that ten or twelve per cent of this fifteen per cent be allowed, and as I recall Mr. Kelley agreed.

In answer to your inquiry I restate this recommendation at this time as I have been over the work and the grading part is in fairly good shape and about completed.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

OK to allow 10% of this is to be retained as work is finished & finally being prepared. OK

RECEIVED
JUL 19 1920
STATE HIGHWAY ENGINEER

Unit #1, Service Cr-Valadez.

35 PA

Copy.

Subject: Final records.

Service Creek, Ore., July 20, 1920.

Mr. M. O. Bennett,
Division Engineer,
Bendleton, Ore.

Dear Sir:

Referring to weekly report of June 28,-July 5th, which was returned to us for more detail asking when final records of work under contract #172 will be furnished and signed C.C.K., we are giving status of work at present, July 20th.

We have yet to distribute the quantites on the profile and put on the topography along top. This work will take several days and as part of my time is taken up with bridges at the Spray end of the line, I cannot say at what time we can furnish these records complete. We hope to have them out by Aug. 1st or at least in such shape that additional help could be used without confusion.

The authorities are probably aware that for two reasons it was not possible with party of four since March 10th and party of three since May 1st to find much time for final records until the contractor had finished the grading. That work required our continuous attention. Much of it is rock work and necessitated giving alignment and final grade plugs two and three times to get cuts down to grade. The time lost in walking to and from work on this unit has been entirely unusual; however, a car would not have been of much use.

Very respectfully,

E. B. Loken,

Res. Engr.

NOTED
C. C. KELLEY

RECEIVED
JUL 26 1920

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon 6, (Unit 1).

POST-OFFICE BUILDING
PORTLAND, OREGON

June 10, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

On Oregon Federal Aid Project No. 6 (Unit 1), a recent inspection report points out the fact that the surface of the roadway in cuts is very rocky and that it will be difficult to surface in these cuts because the solid rock was excavated to subgrade only.

We believe that in all rock cuts the excavation should be carried to a depth of 6 inches or more below subgrade and back-filled with suitable material. This matter should receive consideration in connection with the revision of specifications now under way.

Yours very truly,

C. H. Purcell

District Engineer,

ANSWERED
4 FT PROJECT

May 19, 1920.

File: F.R. No. 6

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of May 15th in regard to Federal Aid Project No. 6, suggesting that certain proposed revisions, plans of which we had in the office at the time of Mr. McKesson's visit, be traced upon the original plan tracings and submitted to your office for record. Due to the fact that a number of the revisions referred to do not meet with the approval of this office, and will therefore be changed, we do not believe that it is advisable to place the information which we have upon the original tracings. As you are aware, a number of revisions have been made in the field, and are being made at the present time, for which it has been impossible for our field engineers to submit complete information to this office. These revisions are undoubtedly shown in detail upon the field maps and profiles, and are at all times open to inspection by your engineers. We would like to request, therefore, that your tentative approval of revisions be based upon these field plans, and the recommendations of your inspecting engineers, and that the submission of the revised plans be not required until all revisions are completed. This would save a great deal of confusion, and would make the plans for the work at the completion of the job much more complete and satisfactory.

Very truly yours,

HERBERT NOBLE,
State Highway Engineer.

By

Office Engineer.

HP-MW

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E. C. KIDDLE, ISLAND CITY
} COMMISSIONERS.

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

PR
6

35 PA

PENDLETON, May 17, 1920.

Subject: Fencing, Unit #1.
Sarvice Cr.-Valades.

RECEIVED
MAY 18 1920

Attention Mr. Probert.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I wish to answer yours of April 28th regarding force account orders on Unit 1, Sarvice Creek-Valades Ranch Section, covering construction of right of way fences. I have delayed answering until I could investigate to ascertain whether or not it was a special case and as to what had been promised by the resident and district engineers.

We find that it is not a special case and have withheld these force account orders. Am sending the orders back to Mr. Bethel asking him to take same with the county court for payment. In addition will also explain to the Court upon my next visit to Wheeler County.

Trusting this straightens out the matter, I am

Very respectfully,

Manche O. Bennett

Manche O. Bennett.
Division Engineer.

Noted
SHP

MOB/B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 6.

May 15, 1920.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Yesterday Mr. Probert mentioned the fact that plans have been received in your office showing certain proposed revisions now being made on Oregon Federal Aid Project No. 6.

We believe it will be advisable to have these revisions traced on the original plan, and have a copy submitted to this office. We will then send an engineer out to the project and go over these revisions. This is a heavy grading job, and the approval was given by the Chief Engineer last fall upon the provision that a competent engineer be placed on the ground to make all necessary revisions, and we feel that we should keep closely in touch with these revisions.

We have no reason to question the revisons which you are making and appreciate the efficient work being done by your engineer along this line.

Yours very truly,

A. Elliott

Acting District Engineer.

May 6, 1920.

35PA

PRL

Mr. Manche O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

I am in receipt of your statement that Unit No. 1, Service Creek-Valedce Ranch Section of the John Day Highway has overrun $23,000.00. This seems an amount that it is very hard to explain, inasmuch as the overrun from our sheet of estimates shows that $10,000 was saved on rock classification.

From the above facts, we are lead to believe that slopes have failed to stand where it was expected to encounter solid rock construction. I believe the matter should be fully investigated and an attempt made to keep within the estimates on other sections.

Respectfully,

State Highway Engineer.

HN:HI

CHAIRMAN
EUGENE
RIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

ANSWERED

# OREGON STATE HIGHWAY COMMISSION
SALEM

35 PA

PENDLETON, April 27, 1920.

Subject: Estimate overrun.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ROUTED
H.N.

Dear Sir:

You will note by quantity sheet recently supplied you by Mr. Bethel that there is an overrun of approximately $23,000 on the estimated cost of Unit 1, SarviceCreek-Valades Section of the John Day Highway. You no doubt will think this a rather late date to submit an overrun on this section as same is almost completed. I have no alibi to offer, only that I am going over Mr. Bethel's work in the near future and will check up to see if this overrun can be decreased any by change in construction methods, or otherwise.

Very respectfully,
Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

May 3, 1920.

File: P.E. No. 6

Mr. A. D. Korn,
Foot of Mill St.,
Portland, Oregon.

Dear Sir:

Under your contract for the grading of Unit No.4 of the Service Creek-Valadez Ranch Project on the John Day River Highway, no unit prices are included for 24" and 36" corrugated galvanized iron culvert pipe. Your Mr. Kibbe has quoted our Resident Engineer Mr. Oakley prices of $4.91 and $9.14 per lineal foot, respectively, upon these items, but as these prices appear to us to be a trifle excessive, we are writing to request a reconsideration.

Taking into consideration the long freight and truck hauls involved on this particular work, we feel that we would be justified in approving prices of $4.50 per foot on 24" pipe and $7.50 per foot on 36" pipe. These prices are consistent with your other bid prices, and we believe that they will net you a reasonable profit.

We realize, of course, that in a case of this kind, you are in a position to dictate in the matter of price, and our only alternative is to resort to force account, which at best is costly and inefficient. We do not believe, however, that your company will take undue advantage of the situation, and we, therefore, ask that you try to meet our figures on these items.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

C.C. to H.O.Bennett
N.W.Bethel

May 3, 1920.
File: 6

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of April 30th in regard to prices quoted by Mr. Kibbe on 24" and 36" Corrugated Iron Pipe to be used on Unit No. 4 of the Service Creek-Valades Ranch Project. These prices and particularly the one on the 36" pipe appear to be unnecessarily high, and are not consistent with the prices bid upon other items in connection with this work. We ordinarily expect 36" Corrugated Iron Pipe to be place on jobs near railroad transportation for abour $6.00 or $6.50 per lineal foot. Figuring on this basis, the price of $9.14 per lineal foot would allow the contractor something like $8.00 or $9.00 per hundred weight for transporting this material from Prairie City to Dayville. We are accordingly writing to A.D. Kern requesting that they try to reduce this price. A copy of our letter is being enclosed herewith.

The amount involved on this particular job is probably not very large, and the reason that we believe that an effort should be made to secure a lower price is that we do not wish to establish a precedent of allowing contractors any unit prices which they may see fit to ask upon items which are not included in the original bid items. Heretofore, most of the contractors have been very reasonable in this respect, but we note recently, a tendency on the part of some contractors to ask unreasonably high prices simply because they feel that we are forced to accept them. We believe that an effort should be made to counteract this tendency.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HM
C C. to Bethel & Oakley

April 28, 1920.

File: P.R. No. 6

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are returning herewith for your reconsideration, force orders Nos. two to five inclusive, on the Copenhagen Brothers Contract for the grading of Unit No. 1 of the Service Creek-Valdez Ranch Section.

It has been our general policy to consider the rebuilding of fences as a right-of-way consideration, and have been requiring that work of this kind be paid for by the County. We do not like to establish a precedent of paying for fencing, due to the fact that there will be a tendency for the amount of fencing required to increase until eventually we will be fencing practically all of our right-of ways. We are inclined to believe that some of the County Courts would take advantage of this in making arrangements with property owners for right-of-ways, granting fences where the right-of-way could be obtained without fencing for practically the same cost.

In connection with this particular job, which is a Federal Aid Project, it would be impossible to secure Federal cooperation upon work of this kind.

We would like to hear from you further in regard to the particular conditions which are encountered upon this unit, and to know wherein they differ from conditions upon other jobs where we are not rebuilding right-of-way fences.

Very truly yours,

HERBERT NUHN,
State Highway Engineer,

By

Office Engineer.

SHP-HM

C.C. to N. W. Bethel
E. B. Loken

April 28, 1920.

File: P.R. No. 6

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are returning herewith for your reconsideration, force orders Nos. two to five inclusive, on the Copenhagen Brothers Contract for the grading of Unit No. 1 of the Service Creek-Valdez Ranch Section.

It has been our general policy to consider the rebuilding of fences as a right-of-way consideration, and have been requiring that work of this kind be paid for by the County. We do not like to establish a precedent of paying for fencing, due to the fact that there will be a tendency for the amount of fencing required to increase until eventually we will be fencing practically all of our right-of ways. We are inclined to believe that some of the County Courts would take advantage of this in making arrangements with property owners for right-of-ways, granting fences where the right-of-way could be obtained without fencing for practically the same cost.

In connection with this particular job, which is a Federal Aid Project, it would be impossible to secure Federal cooperation upon work of this kind.

We would like to hear from you further in regard to the particular conditions which are encountered upon this unit, and to know wherein they differ from conditions upon other jobs where we are not rebuilding right-of-way fences.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HM

C.C. to N. W. Bethel
E. B. Loken

April 17, 1920.

File F.A.No. 6

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We have your letter of April 16th with reference to Federal Aid Project No. 6.

The advertising for bids on bridges to be constructed in connection with Sections B, C, and D of this Project has been delayed, due to the fact that a number of line changes have been found necessary, which have eliminated some of the bridges and changed the location of others. Our field engineers are working up the necessary vicinity maps for the bridges involved in these changes, and it is our intention to advertise for bids as soon as the locations and designs are definitely settled upon.

We are unable to give you any information as to why plans are being submitted to you direct from the field covering what is designated as the Haystack revision. We are taking this matter up with our field engineers and will advise you further as soon as we hear from them. We might say that it is contrary to our general practice to have information of this kind sent to you direct from the field, and our engineers on Federal Aid Projects have been instructed to handle all communications through this office, unless specifically instructed to the contrary. In order to save time, it may be necessary in some instances to have our field men correspond direct with your office, but this would occur only under special circumstances.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-EM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE

REFER TO FILE No._____

Engineering - Post Roads,
Oregon F.A. 6.

POST-OFFICE BUILDING
PORTLAND, OREGON
April 16, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Please advise us what disposition has been made of bridge construction on Sections "B", "C" and "D" of Oregon Federal Aid Project No. 6. Our records do not show that any bids have been received for these bridges.

On April 9th. we received three blue print sheets of plans for a section of Unit 2 of this project, entitled, "Hay Stack Line Revision" and signed by C.J. Dillinger, Resident Engineer. No letter accompanied these plans, and we would be pleased to know whether it is a tentative line revision or something that is actually accomplished. We would prefer to have all communications come directly from your office at Salem.

Very truly yours,

W.R. Parrott

District Engineer,

ANSWERED
S.H Pichart.

April 15, 1920.

File: P.R. No. 6

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $87,100.18 on the Service Creek-Valadez Ranch Section, Oregon Federal Aid Project No. 6.

By a comparison with the field estimates, sent you, you will probably note that no culvert pipe over 18" diameter has been included. This has been occasioned by the fact that we do not have full data regarding the gauges of pipe used over this diameter. In the future, our field estimates on Post Road Projects using Corrugated Galvanized Iron Pipe will be prepared to indicate the location and lengths of all pipe used which is under our standard specification gauge.

Very truly yours.

HERBERT HUNN,
State Highway Engineer,

By

Asst. Office Engineer.

J.D'M:M

April 9, 1920.
File: P.R. 6

Mr. M.O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of April 7th with further regard to undergauge culvert pipe being used in connection with the Service Creek-Wagdales Ranch Section of the John Day River Highway. It has been decided to allow the use of undergauge pipe which has been delivered for this work, due to the fact that at the time the work was contracted the contractor understood that the use of lighter gauge of pipe would be permitted. We are enclosing herewith a copy of a Circular Letter being issued making definite order in regard to the gauges of culvert pipe to be used hereafter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

HERBERT NUNN
STATE HIGHWAY ENGINEER

...RETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

John Day General.

Subject: Gauge culvert pipe,
Service Cr.-Valades.

Pendleton, Oregon, April 7, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I wish to answer further your letter of March 27th stating that the Bureau of Public Roads had objected to the undergauge pipe used on the John Day Highway, and asking for an explanation. I wrote you on April 3rd giving the gauge of pipe and conditions on this work, and stating that we would report later regarding dates upon which this metal was purchased. Mr. Bethel has reported upon his findings after a conference with contractor, and am attaching copy of his letters hereto.

I hope this will help to clear the matter up and trust the Bureau will let us proceed on this basis as the haul in connection with this work is very great.

As per your instructions will report on the pipe on the different post road projects at an early date.

I wish to make a suggestion regarding reports upon culverts sampled by the laboratory department. Have looked up Mr. Lazell's reports on culvert samples sent in, and he does not show where the pipe came from. He gives no intimation of job numbers or names, but gives laboratory numbers only. I believe it would help considerably if the job names were carried on these analyses reports. If I can supply further information, kindly advise.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

ANSWERED
S. H. Probert

MOB/B

Copy.

Fossil, Ore., April 5, 1920.

Subject: Culvert pipe,
John Day Highway.

Mr. Manche O. Bennett,
Division Engineer,
State Highway.,
Pendleton, Ore.

Dear Sir:

As per your verbal instructions at Pendleton I have interviewed Mr. Henry Copenhagen of Copenhagen Bros. and am informed by him that all pipe for Butte Creek Section, Units 1, 2, and 3 was purchased under a special arrangement. The pipe for Units 2 and 3 being purchased last and a few days after the contract for these units was signed, namely Oct. 7,1919. So that all this pipe was purchased previous to Oct. 31, 1919.

Mr. Copenhagen also informs me that the $1500.00 of which I spoke to you was paid additional to John Beale for "Armco" pipe instead of the brand that was purchased for Butte Creek Section and Unit 1.

I am in receipt this morning of a letter from Mr. Jas. F. Clarkson & Co., a copy of which I hereto attach.

Yours respectfully,

N. W. Bethel,

District Engineer.

( C o p y ).

Portland, Oregon, April 3, 1920.

Mr. N. W. Bethel,
District Engineer,
Fossil, Ore.

Dear Sir:

Answering yours of the 1st inst. beg to advise that I called up Mr. John Beale of the Coast Culvert & Flume Co., who says this pipe is common with those furnished other contractors and was the subject of agreement between himself and Mr. Nunn, and is supported by letters of authority from Mr. Nunn. I asked him to let me have copies of the files at once, which I will send to you immediately upon their receipt.

He says everything is OK according to this authority.

Yours very truly,

James F. Clarkson & Co.,
by James F. Clarkson.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

PR
6

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

April 3, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The project agreement and certificate to cover Oregon project No. 6 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

leb gmd

Noted

cc Bethel
MCR/B

Ranche O. Bennett,
Division Engineer.

Form P. R. I. 2

State ...Oregon.....

Project No. ...6.....

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

/ Manche O. Bennett

Manche O. Bennett,
Division Engineer.

cc Bethel
MCR/D

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State ..$278,068.30 from the sale of state road bonds.....
By act of the Legislature of (date
authorised by the Oregon Legislature, Chapter 175, Laws of 1917.
and citation), appropriating dollars.

* (*b*) By the County .... of .Grant, $50,000 as per resolution of January 2
By tax levy or bond issue authorized by act of.....(date and citation).
1918, passed by the county court of said county, and by Wheeler County, $36,000, as per resolution passed on January 3, 1918, by the county court of said county.

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between ..a point at the south of Service Creek in Wheeler County and a point easterly and southeasterly through Spray and the North Fork of John Day River to a point in Grant County at Valadez Ranch near Dayville
terminal points, a distance of .....49.25.....miles, known locally as the.... John Day Highway, Service Creek-Valadez Ranch Section, Wheeler and Grant Counties.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

/Manche O. Bennett/

Manche O. Bennett,
Division Engineer.

cc Bethel
MOR/B

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March 1920 by and between the State Highway Commission of Oregon, ~~constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the ..... day of ..... 19.., a project statement, which was approved by the Secretary on the 25th day of March, 1918 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 19th day of February, 1920 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of three hundred and sixty-four thousand and sixty-eight and 30/100 dollars ($364.068.30) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

137534—19



Manche O. Bennett

Manche O. Bennett,
Division Engineer.

cc Bethel
MOB/B

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of three hundred and sixty-four thousand and sixty-eight and 30/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 50 per cent of seven hundred and twenty-eight thousand, one hundred and thirty-six and 60/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

Manche O. Bennett

cc Bethel
MOR/B

Manche O. Bennett,
Division Engineer.

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depositary.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

[illegible]

[illegible]

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2 to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 8 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 15, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY RESOLVED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assume responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further regulate such improvement in the State of Oregon.

I, Roy A. Kinkle, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 8th, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

[illegible]

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making appropriation and probable amount annually available)

STRICKEN OUT

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the .....19th..... day of .....February....., 19.20...

State Highway Commission of Oregon.
(Official title of Highway Department.)

By .....

Chairman, State Highway Commission.
(Title of officer.)

By .....

Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By .....

Member, State Highway Commission.
(Title of officer.)

By .....

State Highway Engineer.
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

[SEAL.]

.....
Secretary of Agriculture.

cc Bethel
MOB/B

Manche O. Bennett,
Division Engineer.

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point at the mouth of Service Creek in Wheeler County and a point easterly and southeasterly through Spray and the North Fork of John Day River to a point in Grant County at Valades Ranch near Dayville locally known as John Day Highway, Service Creek-Valades Ranch Section, Wheeler and Grant Counties, and designated in the records of this Department as Project No. 6, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $728,136.60 as the total estimated cost of said project, and the sum of $364,068.30 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 19th day of February one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. T. Meredith
*Secretary of Agriculture.*

Manche O. Bennett
Manche O. Bennett,
Division Engineer.

cc Bethel
MOR/B

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
C. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

John Day general.

Subject: Culvert pipe gauge, Sarvice Cr-Valades.

Pendleton, Oregon, April 3, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I have yours of March 27th advising that the Bureau of Public Roads object to the under gauge metal used in culvert material on the Sarvice Creek-Valades Ranch Section, and asking for an explanation of same. Upon receipt of your letter, dated October 31, 1919, the contractors were advised that all culvert material delivered after that date must be of standard gauge. We have also suggested that they have all shipments OK'd by your office before leaving the factory. We are unable to find out if any of this pipe material has been delivered at Condon since October, but am of the opinion that most of this material was shipped before that date.

Have asked Mr. Bethel to investigate and report, and am attaching hereto copy of his letter. The following tabulation will show the gauge of pipe now delivered for Units 1, 2, and 3 as compared with standard gauges:

| Diameter | Standard Gauge. | Gauge of pipe delivered. |
|---|---|---|
| 12 inch | 16 | 16 |
| 18 inch | 14 | 15 |
| 24 inch | 14 | 15 |
| 36 inch | 12 | 14 |

Mr. Bethel advises that the contractor paid $1500 additional to the Coast Culvert & Flume Company that he might have his order filled with standard gauge pipe. It seems that the difference between the two makes of material was $3000 and a compromise was reached upon payment of $1500. Will make another effort to find out just when this material was shipped, and report to you. If you think it advisable we can tell the contractor to proceed at once to secure the the standard gauge metal. Kindly advise.

ANSWERED
S. H. Probert

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

cc Bethel
MOB/B

C O P Y.

Subject: Gauge of corr. metal in galv. pipe.

Fossil, Oregon, April 1, 1920.

Mr. M. O. Bennett, Div. Engr.,
State Highway Dept.,
Pendleton, Ore.

Dear Sir:

In reply to your letter of March 29th relative to the gauge of the metal used in the galvanized pipe.

There are about 1200 lineal feet of corrugated pipe of different diameters stored here at Fossil to be used along the John Day Highway.

I find the gauge of metal used in the manufacture of these pipe here at Fossil, the same as reported to you in my letter of March 22nd, from Dayville, viz., 12" Dia. pipe Standard, all other sizes not up to standard.

Upon inquiry from the Contractor's representative here, of Butte Creek Section and Units 1, 2, & 3, John Day Highway, I am informed that there is no culvert pipe in Condon, that the pipe stored here at Fossil, at Spray, and that installed covers all the pipe purchased for this work.

Yours respectfully,

(signed) H. W. Bethel,
District Engineer.

SUBJECT: Gauge of Corr.Metal in Galv. Pipe.

Fossil, Ore.

April 1, 1920.

Mr. M. O. Bennett, Div. Engr.
State Highway Dept.
Pendleton, Ore.

Dear Sir;

In reply to your letter of March 29th relative to the gauge of the metal used in the Galvinized Pipe.

There are about 1300 lineal ft. of corrigated pipe of different diameters stored here at Fossil to be used along the John Day Highway.

I find the gauge of metal used in the manifacture of these pipe here at Fossil, the same as reported to you in my letter of March 23rd, from Dayville, Viz., 12" Dia. pipe Standard, all other sizes not up to standard

Upon inquiry from the Contractors representive here, of Butte Creek Section and Units 1, 2, & 3, John Day Highway, I am informed that there is no culvert pipe in Condon, that the pipe stored here at Fossil, at Spray and that installed covers all the pipe purchased for this work.

Yours respectfully,

N. E. Bethel,
District Engineer.

APR 3 1920

cc to Mr. Munn.

Copy to Kennett Ann

Dayville, Ore.

SUBJECT: Guage of Corrigated Iron Pipe.

March 22, 1920.

RECEIVED
APR 3 1920
STATE HIGHWAY ENGINEER

Mr. M. O. Bennett, Div. Engr.
State Highway Dept.
Pendleton, Ore.

Dear Sir,

Relative to the Guage of Sheet metal used in the manifacture of corrigated galvinized iron pipe in culverts for Butte Creek Section and units 1, 2, & 3, John Day Highway.

Mr. Henery Copenhagen of Copenhagen Bros., informs me that the guage of the Butte Creek Section was to be slightly less than standard and that the guage of pipe on Units 1, 2, & 3, was to be Standard.

The guage of pipes on Units 1, 2, & 3, compared with standard Guage is as follows.

| | | | |
|---|---|---|---|
| 12" Dia.--- 16 Guage | | Standard 12" Dia. is 16 Guage. | |
| 18" Dia.--- 15 " | | " 18" " | " 14 " . |
| 24" Dia.--- 15 " | | " 24" " | " 14 " . |
| 36" Dia.---14 " | | " 36" " | " 12 " . |

You will observe by the above that the pipe delivered and partly installed, is lighter than the Standard, in the larger sizes.

It seems evident that permission for the use of the lighter pipe on Units 1, 2, & 3, was given, since the Contractors have purchased and delivered the lighter weights, but that I may have a clear understanding I am writing you to learn just what the arrangements were.

I shall return to Fossil by the 30th inst. and if convenient answer this inquiry, and address Fossil Ore.

Yours Respectfully, M. O. Bennett
Dist Engr

PR 1

March 9, 1920

Subject: Extension of time on
Unit No. 1, John Day River Hwy.

Mr. H. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Please see the enclosed request from Jas. F. Clarkson & Co. for an extension of time on his contract for grading on Unit No. 1 of the John Day River Highway in Wheeler County.

Will you please make your recommendation on this matter.

Yours truly,

Secretary.

R'K:LM
Encls.

FORM 4A 12-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED[illegible]DLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON, Feb. 12, 1920.

35 PA

Subject: Estimates for subcontractors.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have yours of February 9th in regard to furnishing subcontractors with estimates. Your letter refers to Mr. Clarkson's work on the John Day project.

Please let me say that during my recent trip over the John Day work with Mr. Bethel and resident engineers, I instructed them to give the stationmen final estimates at their earliest convenience. I gave them for the reason that we desired to have these men start on other work and by serving them in this way in many instances they will take new work immediately. If there is no objection on your part we will adopt this as a policy in this division, and believe it will cause us little inconvenience.

Very respectfully.

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

[illegible] 1920

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads.
Oregon F.A.6.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 7, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

In a recent report of an inspection of Oregon Federal Aid Project No. 6, attention is called to the fact that in one or two cases the sand and gravel for the concrete in the bridge piers was not properly screened and measured before mixing the concrete. This is brought to your attention that you may issue instructions which will insure a compliance with specifications in this detail.

The following is also quoted for your information:

> "Most of this road should be gravelled as soon as practicable after grading is completed as the soil is adobe and will not carry traffic during wet weather. The recent heavy rains and melting snow indicate that it will be necessary to increase the size of some of the culverts."

We wrote you on November 13th. regarding the surfacing of this project, and although it does not seem to be necessary at this time to set aside funds so far in advance for surfacing of the entire project, there is no doubt that surfacing will be necessary on some sections as soon as grading is completed, and we would

F.A. #6

Copy sent to M.O.B. 2-10-20.

request that some steps be taken so that this can be cared for. In places the road will cross fields with light grading and in these cases the grade will soon be rutted up and flattened out without surfacing.

The culvert matters should and undoubtedly will be looked into by your District Engineer, Mr. Bethel. Our representative speaks very highly of Mr. Bethel's work in revising the location, but states that in some places Mr. Bethel is meeting with local opposition because he is relocating some of the line across fields. This is a main state highway which should be properly located, and we are glad to commend your department and your locating engineer in insisting on a proper location. Mr. Bethel's proposed relocation on Section "B" between Stations 830 and 884 has been carefully considered by this office and is thought very desirable. Mr. McNamee suggested to our representative a relocation between Sta. 1195 and 1340, on a lower route. This change appeared worthy of serious consideration to our engineer. Mr. Bethel, we are informed, is going to make a survey along this line. On Section "C" between Stations 165 and 200 some study should be made to see if the difficult construction at Stations 179 and 181 cannot be avoided. Mr. Bethel appreciates this fully, and also the advisability of further study as to location between Stations 818 and 862 on Section "D". The revision in alignment which has been made between Stations 1135 and 1175 on Section "D" is a desirable one and meets with our approval.

Yours very truly,

C. H. McKesson

Acting District Engineer,

February 4, 1920.

File: P.R. 6; Unit 1

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:D

We have your letter of February 2d, in regard to apparent differences in the bid prices on lumber and timber and Class "B" concrete in connection with the Copenhagen Brothers contract for the grading of unit 1 of the Service Creek-V lades Ranch Section. We are enclosing herewith a copy of a letter written to Mr. McNamee on September 6th in regard to the unit prices for these items. You will recall that at the time bids were received for this work, it was intended to include the bridge contract with the grading contracts, and that the bids were so made when the contracts were awarded. The bridge items were eliminated from the proposals and with these bridge items, all lumber and timber and Class "B" Concrete. The Commission overlooked the fact that it would be desirable to have the wood trestle structures constructed under the grading contract, and when bids were received for the bridges on this work, no items were included to cover the construction of the wood trestle structures. When the matter was taken up with the Copenhagen Brothers, they refused to construct these trestles at the prices submitted with their proposal for the grading and bridges together, contending that the bid prices were too low, particularly when these structures must be constructed by them and separate from the larger bridge structures. A supplementary agreement was, therefore, entered into, whereby the contractor would be paid the unit prices stated in our letter to Mr. McNamee.

We trust that we have made this matter clear.

Very truly yours,

HERBERT HORN,
State Highway Engineer,

By

Office Engineer.

BHH-HK

FORM 4A 10-21-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E[illegible]DDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

35 PA

PENDLETON, Feb. 2, 1920.

RECEIVED
FEB 3 1920

Subject: Disagreement in data.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

Let me call attention, please, to a disagreement between data given in copy of contract and blueprint showing comparative bids regarding Unit 1, Sarvice Creek-Valades Ranch Section, John Day Highway.

Our copy of contract does not show a bid upon lumber and timber while the blue print gives comparative bids, dated July 8, whows a price of $50 per M for lumber and timber, and at the same time Mr. McNamee's quantity sheet, form 42, shows a price of $68.30.

Class B concrete is shown on the blue print at a price of $30 while there is written at the bottom of the typed sheet in the specifications the price of $40. Mr. McNamee's quantity sheet, form 42, shown the price of $40.

It is probable that we have not received all the information and hope Mr. McNamee has the matter straight. Will you kindly advise.

Very respectfully,

ANSWERED

Manche O. Bennett,

MOB/B

Division Engineer.

PR #6

January 7, 1920

Collier & Collier,
Spaulding Bld'g.,
Portland, Ore.

Dear Sirs:-

Your letter of January 5th., addressed to the Highway Commission relative to a claim of one Rakroff et. al. for compensation for services rendered in conjunction with the construction of the portions of the John Day River Highway, has been handed to me for reply.

The name of the contractor who is under contract to the State for the construction of this highway is _____, and his post office address is _____.

Your attention is called to the provisions of Chapter 61 of the Laws of Oregon for 1913, with the suggestion that if your client will comply with the provisions of that Chapter I am sure the Commission will be glad to furnish a copy of the contract and bond, and will gladly furnish any other information which they are at liberty to give in connection with the subject. If you prefer you may address any other communications relative to this matter to me and I will see that you get the copy of the contract and bond.

Yours very truly,

JDD:AF  Assistant to the Attorney General.

COLLIER & COLLIER
ATTORNEYS AT LAW
1220-1-2 SPALDING BUILDING
PORTLAND, OREGON

January 5, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have before us, a contract dated December 2nd, 1919, between N. Pasto and Martin Habieff et. al., wherein Pasto contracted with Hanieff subject to the terms and specifications of the contract as entered into by and between the original contractors and the Oregon State Highway Commission, to do the Grading and laying Cement Pipes commencing and including Station 186 and extending to and including Station 218 on the John Day River Highway now under construction; the said Habieff to receive for common excavation, 50¢ per yeard; Solid Rock 85¢, laying cement pipe 8¢ per cubic foot, all drilling and blasting, including explosive to be furnished by Pasto.

Said Habieff, with twelve other men who signed the contract to do the work, established a Camp and entered upon the performance of the work, and put in about twenty-three days time.

One B. Calvis did the blasting; he would not take instructions from Habbieff as to when and where the blasting was to be done, therefore made it impossible for the parties doing the work to perform the same. Copenhagen Brothers with said Calvis on December 23rd, ordered the parties doing the work from the Job and would not let them stay in Camp over night. They were forced to travel to Fossil after dinner and were compelled to camp out in the woods over night before reaching there, in fact there was considerable complication which took place, which is unnecessary to detail here.

What we desire to know is, who the original contractors were, and to have a copy of their contract, and also sub-contract of N. Pasto who let the contract to our clients. They refuse to make any settlement with our clients for the work done, and we desire to have these original contracts, or the names of the parties holding the original contracts and their addresses so that we can take this matter up with them with a view of procuring a settlement.

Kindly let us hear from you, and oblige,

608

Yours truly,

COLLIER & COLLIER

By H. E. Collier

HEC:EJS:

B. H. D. FORM 59 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

PR 6

January 3, 1920

County of Wheeler — Week from Dec. 28, 1919 to Jan. 3, 1920

Highway John Day — Number in party Five

Section Unit #1 Service Cr. Valadies — Survey will be completed

Camp location Spray

Mail address Spray

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

The crew is now moved to a dept of about eight miles so the team work is at a standstill. Rock work progressing very good.

Compressor and drills doing good work averaging 170 feet of holes per day per drill.

It is impossible at the present time to finish the grade.

There is no work being done on the bridges.

Signed B H Gill

Title Resident Engineer

CONTRACT # 181

PR-19 Salem-Brooks 1919 - 1922

181

August 12, 1932.

MEMORANDUM.

State Highway Engineer,
Salem,
Ore.

Mr. W. B. Clarke:

Mr. R. E. Jones, whose post office address is Brooks, called Friday and stated that there is a culvert under the Pacific Highway about 5/8 mi. south of Brooks, which is too high to drain the land on the upper side. He states that this culvert consists of two 12 inch pipes. The H. L. Jones property is on the east side and property owned by R. E. Jones and Campbell on the west side. I told him that you would look into the matter on the occasion of your next trip north.

RAF:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

February 7, 1921.

POST-OFFICE BUILDING
PORTLAND, OREGON

PR19

State Highway Commission,
Salem,
Ore.

Gentlemen:-

Final voucher for Oregon Federal Aid project No. 19 is returned to you herewith for correction.

The sum of the overruns not balanced by underruns, Engineering & Contingencies, should be $8,369.52 instead of $8,716.29 as shown in the voucher. It is apparent that the deduction in price from $4.30 per cu.yds. to $3.00 per cu.yds. of broken stone must reduce the actual cost of the project.

Three copies of the corrected voucher will be sufficient for our purpose, as we are retaining the fourth copy for our files.

Yours very truly,

District Engineer.

Feb. 4, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FR-19

Dear Sir:

Herewith we are enclosing four copies of corrected voucher on the Salem-Brooks Section, Oregon Federal Aid Project No. 19, in the amount of $9,956.64. This voucher supersedes the one previously sent you for the same amount and has been corrected to show the item of Broken Stone at the unit price of $2.00 per cu yd, and to combine two gravel items shown under contingencies.

Our statement of the date of completion of this project is based upon a weekly report from our resident engineer under date of August 28, 1920 stating as follows: "County crew finished ditching. Contractor finished placing of gravel in shoulders. Twenty yards placed in one week"; and the weekly report dated September 11th stating as follows: "All work completed. We are holding estimate due September 6th (for work closing August 31st) for a few days in order to submit same as final."

From those reports we believe that we were justified in stating that except for the extra screenings placed, this work was completed by August 28th. However, in order that there may be no further confusion in the matter, we are herewith enclosing a letter from the State Highway Engineer granting an extension of time to October 20, 1920.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
HT
Enc.

February 4, 1921

Blake-Compton Company,
McMinnville, Oregon.

Gentlemen:

I have before me your request for an extension of time on the Salem-Brooks Section of the Pacific Highway, Oregon Federal Aid Project No. 19, F on September 1, 1920, to October 20, 1920.

In view of the additional work required on the Lake Labish Section, this extension is granted without the penalty provided in the contract.

Yours truly,

State Highway Engineer.

RAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 31, 1921.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

RECEIVED
FEB 1 1921
STATE HIGHWAY ENGINEER

Final voucher in triplicate for Oregon Federal Aid project No. 19 is returned herewith for correction.

Under the general head of "Overruns" appears the following item:

266.75 cu.yds. Broken Stone for shoulders @ $4.30 - - - $1,147.02.

You have been previously advised that the agreement estimate had been altered so that the item "run of bank gravel for shoulders" would include broken stone and that the broken stone could be claimed under this item at the unit price of $3.00 per cu.yd. At the same time you were advised that once this item had been claimed at the said unit price of $3.00 per cu.yd., it could not later be paid for at a different price. Inasmuch as this item was claimed and paid for on the voucher covering work done for the period November 19, 1919, to May 15, 1920, it cannot now be paid for at a different price. We therefore suggest that you add the 266.75 yards to the 1987 yards shown in the main body of the voucher, naming the item "R-O-B Gravel or Broken Stone for Shoulders". The item would be eliminated from overruns and the quantity for this item in underruns reduced accordingly.

Under "Contingencies" it appears that the 1st and 3d items were used for the same purpose, and in the same location and we would prefer to have them combined.

We cannot agree with your explanation as to the time of completion. Apparently the records of your office and those you have sent us do not agree, inasmuch as the monthly estimate dated October 5th which you have sent us is the only one that is marked final and thereby indicates that the work was considered completed on this date by your engineers in the field. We consider the date of completion as the date upon which the contractor is notified that the work included in the contract has been satisfactorily completed. Whether the completion of the contract is delayed on account of requests made by us or for any other reason should not affect the actual date of completion. We therefore suggest that a formal extension of time be granted the contractor or it would seem that a deduction covering this matter would have to be made from the amount now due from the United States.

Yours very truly,

C. H. Rhines

District Engineer.

Jan. 14, 1921.

Mr. G. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File 20-10

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Salem-Lincoln Section, Oregon Federal Aid Project No. 21, in the amount of $ 2,226.01.

(Q-83)

We quote you herewith an extract from the official minutes of the Highway Commission for August 10, 1920, as follows:

"Salem-Lincoln Section, Pacific Highway, Marion County, Contract No. 121, extension of time requested to September 1, 1920. On recommendation of the Engineer this was granted."

The records in this office indicate that except for the placing of additional screenings on the shoulders, this work was completed as of August 28, 1920, so no adjustment for over-run on the time limit has been shown. The screenings which were placed on the shoulders are shown as a contingency item and do not come under the main body of the estimate. You will note that the voucher has been carried to the final date of October 25th in order to take care of all engineering items.

Very truly yours,

KINNEY KING,
State Highway Engineer.

By

Office Engineer.

Dic. by J. H. Johnson.
KK

File 24 PC

Date Truck Report 2 August 1920 Blake-Compton-Co.

| | Tr # 259 | Tr # 203 | Tr # 248 |
|---|---|---|---|
| 1 & 2 | | 9 | 10 |
| 3 | 9 | 8 | |
| 4 | 10 | | |
| 5 | 9 | | |
| 6 | 8½ | | |
| | 4/31 Mo. | 7/31 Mo | 1/31 Mo |

Job 24 PC Truck — 101

O.K.

[illegible]

9 5/20

1" = 1'
9/7/20

O.K.
Groth Pat
Kus Engr
10/1/20

QUANTITY SHEET

STATE OF OREGON
HIGHWAY DEPARTMENT

Traffic Census on Pacific Highway, Sept 30-1920. 8 AM to 6 PM.
Taken at a point just South of Chemawa-Silverton Cross-Roads.
6 miles North of Salem, Oregon, in Marion County.

| ← SOUTH BOUND | | | | | | | → NORTH BOUND | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From To | Trucks | Automobiles Foreign | Automobiles State | Single & Double horse Vehicles | Motor Cycles | Total | Trucks | Automobiles Foreign | Automobiles State | Single & Double horse Vehicles | Motor Cycles | Total | Grand Total |
| 8-9 | 9 | 16 | 185 | 1-Single 1-Double | 2 | 214 | 6 | 2 | 28 | 0 | 1 | 37 | |
| 9-10 | 4 | 18 | 410 | 0 | 1 | 433 | 1 | 3 | 25 | 2-Double | 0 | 31 | |
| 10-11 | 4 | 31 | 390 | 2-Double | 1 | 428 | 0 | 3 | 26 | 1-Double | 0 | 30 | |
| 11-12 | 2 | 3 | 261 | 0 | 1 | 267 | 4 | 1 | 13 | 1-Single | 1 | 20 | |
| 12-1 | 1 | 21 | 130 | 2-Double | 3 | 157 | 2 | 1 | 26 | 0 | 0 | 29 | |
| 1-2 | 2 | 10 | 75 | 0 | 5 | 92 | 1 | 1 | 27 | 1-Single | 1 | 31 | |
| 2-3 | 0 | 8 | 49 | 1-Single 1-Double | 1 | 60 | 2 | 5 | 82 | 0 | 1 | 40 | |
| 3-4 | 4 | 4 | 60 | 0 | 0 | 68 | 2 | 6 | 240 | 1-Single | 0 | 249 | |
| 4-5 | 5 | 7 | 32 | 0 | 0 | 44 | 3 | 17 | 270 | 0 | 1 | 291 | |
| 5-6 | 2 | 8 | 29 | 0 | 0 | 39 | 4 | 12 | 405 | 0 | 1 | 422 | |
| Total | 33 | 126 | 1621 | 3 Single 3 Double | 14 | 1802 | 25 | 51 | 1142 | 3 Single 3 Double | 6 | 1230 | 3032. |

Traffic Census taken by. L. P. Baker. 9/30/20

O.K.
Grott Bell
Res Engr
10/1/20

October 28, 1920

Mr. Jno. H. Roef,
Resident Engineer,
2588 Fairgrounds Road,
Salem, Oregon.

Dear Sir:

Before we consider the construction work on the Pacific Highway north of Salem complete, we should take up the matter of guard fence at one or two places where such protection is needed.

This is notably true at the first culvert north of Salem.

Construction of such fence is properly a part of the grading contract and I wish you would take this matter up with the County Road Department and see if they will not complete their work in this respect at once.

Please advise if there seems to be any inclination to avoid the work by delay or if they refuse responsibility for such work.

Yours truly,

Division Engineer.

WDC:LM

Form 18

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Salem Limits  Date Salem Or. 10/25, 1920

Week from 10/10 to 10/23

Highway Pacific  Job Prefixes 24 P.C. 24 P.R.-16½ 90 | 24 M.P.-49½ 10 | 24 M.A.-44 2/3 | 24 D.B.-30 2/3

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Marion

Survey will be completed about

Number in party Nine 10/10 to 10/18
Eight " 10/19 to 10/23
Same personnel as last report except H. Berau resigned.

Camp location

Mail address

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Final report and estimate submitted under date of October 5th

Construction project completed 10/15/20.

NOTED
W. D. CLARKE

NOTED
H. B. GLAISYER

Signed Jno H Nash

Title Res Engr.

TRAFFIC CENSUS TAKEN ON THE PACIFIC HIGHWAY ON SEPTEMBER 30th, BETWEEN 6 A.M. AND 6 P.M. AND TAKEN AT A POINT SIX MILES NORTH OF SALEM AT THE CHEMAWA-SILVERTON CROSS ROAD.

Salem Bureau

| South Bound | | North Bound | |
|---|---|---|---|
| Trucks | 33 | Trucks | 25 |
| Automobiles other States. | 126 | Automobiles other States | 51 |
| Automobiles Oregon | 1621 | Automobiles Oregon | 1142 |
| Horse drawn vehicles | 8 | Horse drawn vehicles | 5 |
| Motorcycles | 14 | Motorcycles | 5 |
| Total | 1802 | Total | ~~1146~~ /230 |

This shows the total number of vehicles using the Highway in ten hours and 3032 or an average of 303 per hour or one every 12 seconds. The heaviest traffic was observed between 9:00 and 10:00 when 464 vehicles were counted, which is an average of one every seventh second.

This count was taken during one of the State Fair days and it is probable that if the count was continued in the evening hours, the north bound traffic would have equalled the south bound traffic and probably an approximate estimate of the traffic during the entire twenty-four hours on this day would have been 4000 vehicles.

Aug 23 1920

RR 19

RECEIVED
AUG 24 1920
STATE BOARD OF ENGINEERS

August 21, 1920.

American Surety Co. of New York,
600-601 Yeon Building,
Portland, Oregon. P. R. - 19.

Gentlemen:

We are in receipt of your letter of the 20th inst. making inquiry regarding the Salem-Brooks Section of the Pacific Highway in Marion County, your bond No. 157,525-1.

At the present time the paving on this project is entirely completed and the contractors ~~at the present time~~ are working on the shoulders and finishing up the road bed.

The State Highway Commission extended the time limit on this work to September 1st, 1920.

If you will make inquiry at a later date, we will be very pleased to advise you of the date of final acceptance and of the total payments made to the contractor.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Secretary.

Dictated by J. W. DeSouza.
ET

August 18, 1920.

File - 18.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $30,072.84 covering work done to July 15th on the Salem-Brooks Section, Oregon Federal Aid Project No. 18.

The pro-rata share of the United States has been cut to 40% on this voucher in accordance with your letter relative to the increased obligation set up by the unit price of 80¢ on shoulder drains.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Highway Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

PR
19

August 14, 1930

Mr. J. M. Neef,
2588 Fairgrounds Road,
Salem, Oregon.

Dear Sir:

Mr. A. R. Zimmerman who lives on the Pacific Highway 2½ miles north of the Fairgrounds Store, called today regarding the size of tile drains under the driveways to his property.

I have advised him that I would bring this matter to your attention and request that you call upon at your earliest convenience.

He stated that he lives in the second house north of the schoolhouse.

Yours truly.

Secretary.

BAK:LM

cc. Mr. W. D. Clarke, Office.

Contractor's Invoice - Blake-Compton Co.

July

RECEIVED
AUG 9 1920

| | Truck #128 | Truck # |
|---|---|---|
| 1 | 1½ in. | 9 Pus |
| 2 | " | 9 " |
| 3 | " | 4½ " |
| 4 | 10 " | 7¼ Pus |
| 5 | | 10 " |
| 6 | 6 " | 8½ " 8 " |
| 7 | | 9 " |
| 8 | 3 " | 3" 8 " |
| 9 | " | " 10½ " |
| 10 | 8 " | " 8 " |
| 11 | 9 " | " 10 " |
| 12 | 11 " | 9½ " 10 " |
| 13 | 12 " | 9 " 9 " |
| 14 | 13 " | 10½ " 10 " |
| 15 | 10 " | 12 " 9 " |
| 16 | 4 " | 6 " 9 " |
| 17 | | 5½ " 4½ " |
| 18 | | 9 " 10 " |
| 19 | | 11 " 9 " |

Corrected on AP Credited 7/18/20

NEPC.

O/C. Contract Records 8/9/20

NOTED
R. V. Hollenberg

Dear Sirs:-

We return herewith four copies of voucher for Oregon Federal Aid Project No. 19 covering work done for the period from May 16th to July 15th, 1920. The agreement estimate for this period shows the item "shoulder drains" at the unit price of 40¢. The item is shown in the supplementary agreement with the contractor at the unit price of 60¢. The latter price is the one which should properly appear in the voucher, but the total obligation set up by the State will thereby be increased and the pro rata share of the United States decreased accordingly, as the amount of Federal Aid allotted to the project is definitely fixed at $56,465.53. The total obligation set up by the State becomes $113,019.46 and the Federal Aid pro rata to be used on intermediate vouchers 49%.

This matter was overlooked in checking previous vouchers because of the fact that it was noted on the agreement estimate that the latter was based on contract prices.

Yours very truly,

C. H. Purcell

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. F.A.19.

POST OFFICE BUILDING,
PORTLAND, OREG.

August 13, 1920.

State Highway Commission,
Salem,
Ore.

Dear Sirs:-

We return herewith four copies of voucher for Oregon Federal Aid Project No. 19 covering work done for the period from May 16th to July 15th, 1920. The agreement estimate for this period shows the item "shoulder drains" at the unit price of 40¢. The item is shown in the supplementary agreement with the contractor at the unit price of 60¢. The latter price is the one which should properly appear in the voucher, but the total obligation set up by the State will thereby be increased and the pro rata share of the United States decreased accordingly, as the amount of Federal Aid allotted to the project is definitely fixed at $56,465.53. The total obligation set up by the State becomes $113,019.46 and the Federal Aid pro rata to be used on intermediate vouchers 49%.

This matter was overlooked in checking previous vouchers because of the fact that it was noted on the agreement estimate that the latter was based on contract prices.

Yours very truly,

C. H. Purcell

District Engineer.

August 5, 1920.

File - 19.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $30,732.45 covering work done to July 15th on the Salem-Brooks Section, Oregon Federal Aid Project No. 19.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

PR
19

August 2, 1920

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

Referring to the attached application from the Blake-Compton Company for extension of time on their contract No. 181, on the Salem-Brooks Section, and accompanying consent of their surety company, it is recommended that the extension as requested be allowed.

Work on this section has progressed very satisfactorily and would have been completed within the time had it not been for a couple of plant breakdowns and for a change in plan for a short section of the road, which necessitates the placing of additional material over that originally contemplated.

Respectfully yours,

Division Engineer.

WDC:LM

Salem, Ore. July 21 1920

Subj:- Estimate & Rep. etc
24 RC. - Contract 181

PR
19

Herbert Nunn, State Highway Engineer
Salem, Ore.

Attention. W. D. Clarke, Division Engineer.

NOTED
W. D. CLARKE

Dear Sir:-
Enclosed find, Monthly Estimate etc of work done on Salem Brooks Section of Pacific Highway by Blake Compton Co. Contractors.
Monthly Estimate - Form 23 in triplicate
Quantity Summary Report Form 42 - Single Copy
Materials shipped & received " 59 - "
Force account order Form 24 - in duplicate
Statements) truck Rent, Asphaltum
used and Force account, single copies.
Please note in Monthly Estimate Form 23, Column 4. (Grand Total Base) under "Present Estimate" that the quantity of gravel was in error on last months report and on July 15th the Estimate shows Contractor had been allowed 252 25/27 cu yds more than he should have been. However the quantity allowed 3298 00 cu yds has been received to and including this date (7/21)

Yours truly Inst. Mech. Res. Engr.

Salem Ore. July 21 1920

Sub:- Accident S.P. x'ing &
State Highway Dr &c.

Robert Nunn - State Highway Engineer
Salem, Ore.

Attention W.D. Clarke Division Engineer.

Dear Sir:-

Herewith find copy of report of accident at S.P. x'ing North of Salem on July 18th 10 a.m. 1920. as submitted to Industrial Insurance Commission by Contractor.

The number of the truck is 214 and not 248 as given in letter of July 19th.

If you desire any further information kindly advise

Yours truly
Jas. H. Neel
Res. Engr.

NOTED
W. D. CLARKE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 19.

July 14, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Voucher in the amount of $16,366.38 covering work done to June 15th. on Oregon Federal Aid Project No. 19 is returned herewith for the following reasons:

The item "3505 Cu. Yds. R.O.B. Gravel, loose measure, Base and Shoulders" cannot be combined as you have shown it. The quantity for each item must be shown separately.

The item "267 Cu. Yds. Broken Stone, loose measure" should show whether it is for sub-base or shoulders.

Please be particularly careful in the future to show each item of construction exactly as it appears in the agreement estimate.

Yours very truly,

J. H. Ewart

District Engineer.

(Enclosures)

July 3, 1920.

P. R. - 19

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $16,566.38, covering work done to June 15th on the Salem - Brooks Section Oregon Federal Aid Project No. 19.

Very truly yours.

(F-37)

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeCoursa.
KT
Enc.

June 8, 1920.
File: F.A. No. 19

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing four copies of voucher on the Salem-Brooks Section, Oregon Federal Aid Project No. 19, in the amount of $2,247.94.

You will note that we have included broken stone at the unit price of $3.00 per cubic yard. This action is predicated on statements in the Chief Engineer's letter of May 26th, to the effect that a description of the item of loose gravel has been modified to include broken stone and that this item of broken stone should be shown at $3.00 per cubic yard.

We have noted your suggestion to prepare a revise estimate showing the approximate quantities of each item to be used, making each item a part of the total estimated cost. Such action without requesting additional Federal Aid would appear to us to simply increase the amount of the obligation set up by the State thereby reducing the pro-rata share of the United States, and result in the same financial status as exists under the present arrangement. We, of course, realize that executing a supplementary agreement involves some considerable expense, and the amount involved on this special project would hardly seem to warrant such action.

The Chief Engineer's letter states: "Each quantity of Broken Stone is to be shown on a voucher and audited at $3.00 per cubic yard. No increase in the unit price will be permitted at a later date to apply to the quantity already paid for." Will you please advise us whether we would be correct in assuming that this statement is intended to apply to the main body of the estimate, and that the loss of $1.30 per cubic yard on broken stone may be claimed as a contingency item on the final voucher. It would appear that the intention in setting up this 10% engineering and contingency item was to provide a means of adjustment for just such unforeseen losses as this, but we would like to have a definite statement from you in this matter.

Very truly yours,

[illegible],
State Highway Engineer.

By

Dictated by J.W.DeSouza Office Engineer.
IH

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

Salem - Brooks

June 5, 1920

NOTED H.N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

On Wednesday, June 2d, I went over the Salem-Brooks Section with Mr. McKesson of the office of Public Roads, Mr. Clark, Mr. Neef and Mr. Drew.

An examination of the records at the plant showed that approximately 6½% of asphalt was being used in the mixture. The material on the road, however, indicated at least 80 lbs. of asphalt to the 1000 lb. batch. Further, the surface mixture showed some signs of too much sand and developed some sand cracks under the roller.

A tandem roller was being used on the surface. I recommend, if possible, a 3 wheel 10-ton roller be used on the surface and the tandem be employed only in smoothing up.

The subgrade being wet ahead of the base, I recommend that only sufficient water be used to bind the dust and not make the base wet.

Respectfully submitted,

E. W. Lazell

EWL-S
Report in duplicate
CC - J. H. Neef

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 19.

POST-OFFICE BUILDING
PORTLAND, OREGON
June 4, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to Oregon Federal Aid Project No. 19.

In accordance with your letter of May 6th, we are returning herewith voucher in quadruplicate covering work done for the period from November 19, 1919 to March 15, 1920, together with a copy of a letter from the Chief Engineer outlining the method in which this matter should be handled.

As stated in the Chief's letter, the description of the item of loose gravel has been modified to permit the use of broken stone as an alternate item, the unit price of which must be shown at $3.00 per. yd. for either kind of material. Payment for this item at this price may be claimed on all vouchers.

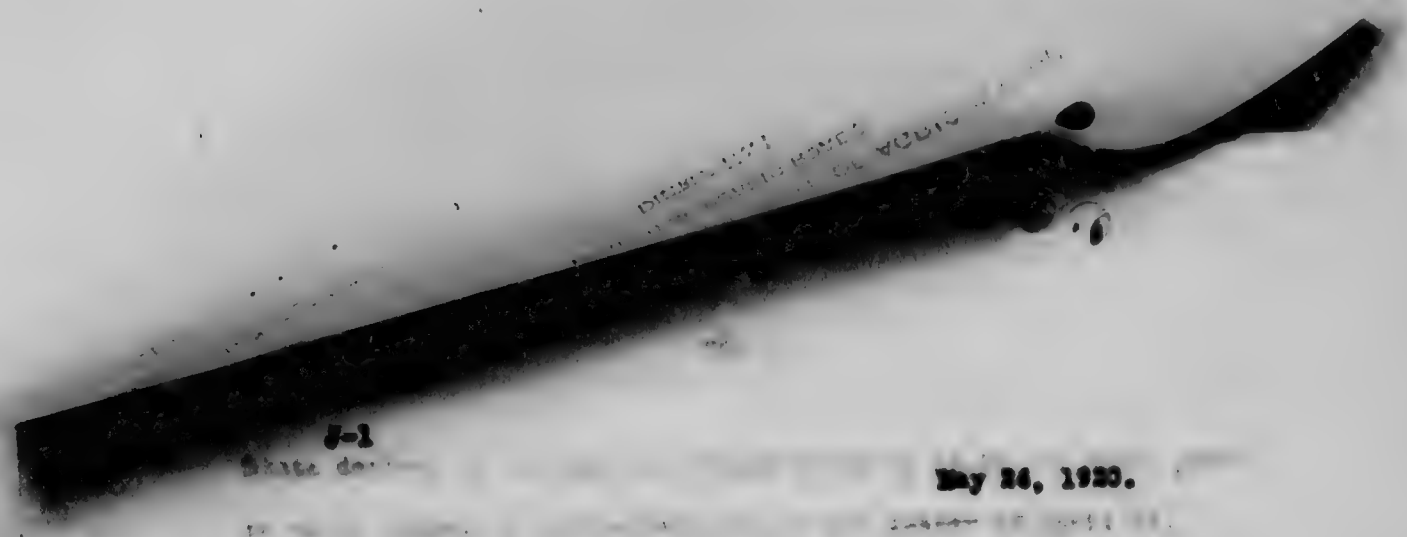
The other alternative is to revise the estimate showing the approximate amount of each kind of material that is to be used, extending each item and making it a part of the total estimated cost. If, as you have stated, no additional Federal Aid is requested, this estimate will be substituted for the agreement estimate and it will not be necessary to execute supplementary project agreement.

This latter method is the least complicated, and we advise you to adopt it.

Yours very truly,

(5 Encs.)

Acting District Engineer,



J-1

May 26, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Reference is made to Acting District Engineer J. A. Elliott's letter of May 11, requesting the use of "Broken Stone" and "Loose Gravel" as alternates on Oregon Federal Aid Project No. 19 for shoulders and sub-base, a matter previously discussed with you in our letter of April 16. The use of broken stone as alternate for loose gravel meets with our approval, and we are modifying the description of the item of loose gravel to permit the use of broken stone as a minor alteration.

It is to be noted that the unit price for run-of-bank gravel or broken stone for either shoulders or sub-base is to remain at $3.00 and if the item of broken stone is to be shown on vouchers it should be at $3.00 per cubic yard.

As to the proposed adjustment referred to in the fourth sentence of your letter we would be pleased to advise that if quantity of broken stone is to be shown on a voucher and audited at $3.00 per cubic yard, no increase in the unit price will be permitted at a later date to apply to the quantity already paid for. Therefore, if the

Clerk A: May 27 1920

CC



State desires to voucher all broken stone at $4.50 per cubic yard we would suggest a reconsideration of our letter of April 16.

The vouchers transmitted with your letter of April 7, are returned herewith as requested in your letter of May 11.

Very truly yours,

Chief Engineer.

Enclosures:
Vouchers.

lgb-mlm

PR 19
Subject - Monthly Estimate of 24-P.C.

Salem Or. May 27 1920

Herbert Nunn, State Highway Engineer
Salem, Ore,

Attention - W. D. Clarke, Division Engineer
Eugene, Ore.-

Enclosed find monthly Estimate of work done on Salem Brooks Section, Job-24 P.C. by Blake Compton Co, under Contract No 18.

Form 23- in triplicate, Monthly Estimate
Form 24- in duplicate- Force Acct Orders
Form 59- Abstract of Shipments, Single Copy.
Statement of Force Account in Triplicate.
Form 42- Quantity Summary Report.

On account of Contractor, in submitting required statements, being several days late and corrections in same found necessary; actual laying of pavement, 24 P.C. on May 15th, with the additions attendant thereon and renewed activity all along the line from Salem to Jefferson, this Estimate has not been submitted in specified time.

Yours Truly
Scott Kelly
Resident Engineer

NOTED
W. D. CLARKE

Estimate on Lake Labish work to you in a few days.

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

May 21, 1920

Salem - Brooks Section

NOTED
H.N.

Mr. Herbert Nunn,
State Highway Engr.,
Salem, Oregon.

Dear Sir:-

On Wednesday, May 19th, I drove over this section of the highway. Work had just been started by the contractor and so far only base had been placed. I am pleased to state that the base appeared excellent and was apparently of a first class job.

If the top mixture has not been set upon this section of the highway it should be done immediately in order that the base may be covered before it becomes too dusty.

Respectfully submitted,

E W Lazell

EWL/Y

NOTED
W. D. CLARKE

Report in duplicate.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. ~~No.~~ 19

POST-OFFICE BUILDING
PORTLAND, OREGON
May 15, 1920.

NOTED
H. N.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

An inspection was made of Oregon Federal Aid Project No. 18 yesterday.

Our representative found that the sub-base was being placed and ribbons set on the sub-base in places before the sub-base was entirely filled and compacted. The proper method of construction would be to place the sub-base material, thoroughly rolled and compacted, to sufficient width beyond the edge of the pavement, say two feet, and then after the sub-base is thoroughly compacted the ribbons should be set. In this way the sub-base will be thoroughly compacted and solid underneath the outer edge of the pavement where the punishment is most severe.

The Resident Engineer was not on the project at the time of inspection but the matter was discussed fully with the inspector.

It was also noted at a number of places that the loose stone had been placed at a considerable depth but no fillers as yet have been used to bind the stone. It will be necessary, of course, to use gravel or screenings to fill this, and it should be well compacted considerably in advance of actual paving.

At the plant at Brooks station, it was noted that the gravel

Copies made for W. K. & K. S. H.

on hand for paving apparently contains some clay in the form of a coating. If you have not already done so, you should have your testing engineer investigate this and find what percentage of clay it contains. Also assure himself by observation or test, as soon as the plant starts, that all this clay coating is removed by abrasion in the dryer. If this clay coating cannot thus be removed, there will probably be some serious objection to the use of the material. It is the opinion, however, of our representative that most of this will be worn off while the material is passing through the dryer.

Yours very truly,

J. M. Ericsson

acting District Engineer,

Mat Lab.

UNITED STATES DEPARTMENT OF AGRICULTURE

Bureau of Public Roads
District No. 1

Portland, Oregon
May 15, 1920.

Engineering-Post Roads,
Oregon F. A. 19.

State Highway Commission,
Salem, Oregon.

Gentlemen:

An inspection was made of Oregon Federal Aid Project No. 19 yesterday.

Our representative found that the sub-base was being placed and ribbons set on the sub-base in places before the sub-base was entirely filled and compacted. The proper method of construction would be to place the sub-base material, thoroughly rolled and compacted, to sufficient width beyond the edge of the pavement, say two feet, and then after the subbase is thoroughly compacted the ribbons should be set. In this way the sub-base will be thoroughly compacted and solid underneath the outer edge of the pavement where the punishment is most severe.

The Resident Engineer was not on the project at the time of inspection but the matter was discussed fully with the inspector.

It was also noted at a number of places that the loose stone had been placed at a considerable depth but no fillers as yet have been used to bind the stone. It will be necessary , of course, to use gravel or screenings to fill this, and it should be well compacted considerably in advance of the actual paving.

At the plant at Brooks station, it was noted that the gravel on hand for paving apparently contains some clay in the form of a coating. If you have not already done so, you should have your testing engineer investigate this and find what percentage of clay it contains. Also assure himself by observation or test, as soon as the plant starts, that all this clay coating is removed by abrasion in the dryer. If this clay coating cannot thus be removed, there will probably be some serious objection to the use of the material. It is the opinion, however, of our representative that most of this will be worn off while the material is passing through the dryer.

Yours very truly,

J. A. ELLIOTT

Acting District Engineer.

Form 104.

# Oregon State Highway Commission

## REPORT OF CEMENT TEST

Lab. No. 185 — Place of collection Brooks

Date reported April 29-1920 — Field No. [illegible] 3228

Brand ..... — Quantity represented 1 carload. Bbls.

Sampled by J.H.Neef — To be used Class "A" Culvert

**Fineness** — **Time of Set**

% residue on 100 sieve 5.9 — Initial 4 Hrs. 10 Min.

% residue on 200 sieve 17.2 — Final ..... Hrs. ..... Min.

Accelerated Test: 5 hrs. steam 212° F. .....0.k.....

**Tensile Strength**

1 cement : 3 standard sand

using 10.0 % water

| | 7 Days | 28 Days |
|---|---|---|
| | 290 | 390 |
| | 320 | 410 |
| | 306 | 420 |
| Average | 305 | 407 |

Remarks: Meets requirements.

cc Office
W.D.Clarke
J.H.Neef

Kenneth S Hall

*Testing Engineer.*

Form 103.

# Oregon State Highway Commission

Report of Mortar Tests.

Field No. ED 5229

County Marion

Job Salem-Brooks

Lab. No. 256

Date reported April 24-1920

Material Sand from the Oregon Sand & Gravel Co., for use in concrete culvert.

Mechanical analysis.

| | | | | |
|---|---|---|---|---|
| Retained on the | 4 | - - | 30.2% |
| " | " | " | 8 | - - | 51.6" |
| " | " | " | 14 | - - | 75.0" |
| " | " | " | 28 | - - | 86.0" |
| " | " | " | 48 | - - | 94.2" |
| " | " | " | 100 | - - | 100.0" |

Tensile strength.
1 cement : 3 No.238
using 11.4% water.
7 day
285
275
310
Ave. 290

Tensile strength
1 cement : 3 standard sand
using 10.2% water
7 day
215
250
235
Ave. 233

Per cent strength of standard sand developed by this sand.- - 124

Testing Engineer.

cc Office
J.K.Hoef
W.D.Clarke

NOTED
W. D. CLARKE

Form 103.

# Oregon State Highway Commission

Report of Abrasion Tests.

P.R. P.14 NOTED H.N.

Field No.....

Lab. No. 122 - 126

County Marion

Date reported April 23-1920. Supplemental to report of March 8-1920

Job Salem-Brooks

Material Gravel deposit on the Collard Farm.

| Sample No. | Location of Sample | Abrasion % | Sp.Gr. | Remarks. |
|---|---|---|---|---|
| 122 | S.test pit. | 4.26 | 2.62 | Suitable for base. |
| 123 | E.test pit,large size | 1.14 | 2.65 | " " top & base. |
| 124 | County pit. | 4.26 | 2.61 | " " base . |
| 125 | Test pit by crusher | 4.62 | 2.65 | " " " . |
| 126 | Mixture of large sized gravel from Nos.122,124 & 125 | 1.70 | 2.62 | " " top & base. |

Nos.123 & 126 were run according to method described on page 67 "Specifications and Contract Agreement for State Highway Construction" State of Oregon, revised June 1-1919. The standard abrasion test for rock.

Nos.122,124 & 125 were run according to method described on page 68 "Specifications and Contract Agreement for State Highway Construction" State of Oregon,revised June 1-1919. Same method found in Bulletin 855,page 30.

Since specifications require that the mixture shall consist of 50% crushed material,the above material so handled will be satisfactory.

Testing Engineer.

cc Office ✓
U.S.Office of Public Roads 2
W.D.Clarke
J.H.Reef.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 19.

POST-OFFICE BUILDING
PORTLAND, OREGON
April 7, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We have today forwarded your voucher in the amount of $2,278.34 for work done on Oregon Federal Aid Project No. 19 for the period from November 19, 1919 to March 15, 1920.

Please furnish us with duplicate copies of supplemental agreement with the contractor on this project at your earliest convenience.

Having received five copies of the voucher, we are returning one, as it may be your file copy.

Yours very truly,

C. H. Purcell

District Engineer,

(1 Enc.)

Form 104.

# Oregon State Highway Commission

PR. 19

## REPORT OF CEMENT TEST

Lab. No. 185

Date reported April 8-1920

Brand .....

Sampled by J.H.Neef

Place of collection Brooks

Field No. HD 3228

Quantity represented 1 carload Bbls.

To be used Class "A" (Culvert)

### Fineness

% residue on 100 sieve 5.9

% residue on 200 sieve 17.2

### Time of Set

Initial 4 Hrs. 10 Min.

Final ..... Hrs. ..... Min.

Accelerated Test: 5 hrs. steam 212° F. O.K.

### Tensile Strength

1 cement : 3 standard sand

using 10.0 % water

| 7 Days | 28 Days |
|---|---|
| 290 | |
| 320 | |
| 305 | |

Average 305

Remarks: Meets seven day requirements.

cc Office ✓
J.H.Neef

Testing Engineer.

April 2, 1920

File: F.R. No. 19

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of April first, relative to our request for the inclusion of Broken Stone, Loose Measure, as an alternate item on the Salem-Brooks Section, Oregon Federal Aid Project No. 19.

Please accept this letter as a formal application for the inclusion of 2,290 cubic yards of Broken Stone, Loose Measure, at $4.30 per cubic yard, as an alternate for the Run-of-Bank Gravel listed for shoulders, and 3,270 cubic yards of Broken Stone, Loose Measure at $4.30 per cubic yard for the Run-of-Bank gravel shown for sub-base. It is our understanding that these alternates will not affect the ultimate amount of cooperation on the Project, and your approval is requested simply as a means to permit showing them on intermediate vouchers, and in the main body of the final estimate.

Your letter of April first is considered our notification of your approval of the substitution of Broken Stone for gravel in either the shoulders or sub-base.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JDH

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads,
Oregon F.A. 19.

POST-OFFICE BUILDING
PORTLAND, OREGON
April 1, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of March 30th, requesting the inclusion of broken stone, loose measure, as an alternate item on the Salem-Brooks Section, Oregon Federal Aid Project No. 19.

Presumably this request is made to allow a claim for this item on intermediate vouchers. You do not state whether the substitution is desired for shoulders or sub-base or both and have not given any unit price therefor. This information, of course, is essential.

We suggest that, if the broken stone is to be used in the shoulders, the estimate be allowed to remain as it is. As the shoulders are constructed last, it should not inconvenience you to claim payment therefor as a contingency in the final voucher to the extent of underruns for gravel and other items. In this way the full amount of Federal Aid requested will be secured. Should you still desire to include the alternate in the estimate, please furnish us with the information noted above.

So far as the type of construction is concerned, this will constitute our approval for the substitution of broken stone for gravel in either the shoulders or sub-base.

Yours very truly,

C. H. Rinaldi

District Engineer,

April 2, 1920.
File: P.R.No. 19

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing four copies of voucher on the Salem-Brooks Section, Oregon Federal Aid Project No.19, in the amount of $2,238.34.

We have included the alternate item of Broken Stone for base in this voucher in accordance with the request for considering this as an alternate item in our letter of even date.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Per Office Engineer.

JWD-MM

March 30, 1920.

File: P.R. No. 19

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Please consider this letter formal application for the inclusion of Broken Stone, Loose Measure, as an alternate item on the Salem-Brooks Section, Oregon Post Road Project No. 19. Upon advice from you, this item will be noted on our copy of the Project Agreement estimate.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

For Office Engineer.

JWD-EM

Form 101.

OREGON STATE HIGHWAY COMMISSION

# RECORD OF TESTS ON ASPHALTUM AND ASPHALTIC CEMENTS

*Contractor* Blake-Compton Co. *Date Tested* March 17-1920

*Consignor* Brooks-Salem. ED 3226 *Description* "D" Grade

*Total Number of Bbls.* Lab.No. 72 *Total Gross Weight*

| | Sample No. | Batch No. | No. of Bbls. in Batch | Marked Pen | Pen 77° Dow | % Sol. ~~C.S.C.~~ Densol | % Sol. C. Cl4 | % Loss at 325° F 5 hours | Pen. of Resultant Residue | Melting Point |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 114 | | | 66 | 99.88 | | .006 | 46 | |
| | 2 | 857 | | | 71 | 99.79 | | .008 | 48 | |
| | 3 | 125 | | | 71 | 99.80 | | .012 | 48 | |
| | 4 | 3089 | | | 67 | 99.41 | | .005 | 45 | |
| | 5 | 2658 | | | 71 | 99.78 | | .006 | 48 | |
| | 6 | 3114 | | | 72 | 99.84 | | .006 | 48 | |
| | 7 | 2615 | | | 68 | 99.90 | | .006 | 45 | |
| | 8 | | | | | | | | | |
| | 9 | | | | | | | | | |
| | 10 | | | | | | | | | |
| | 11 | | | | | | | | | |
| | 12 | | | | | | | | | |
| | 13 | | | | | | | | | |
| | 14 | | | | | | | | | |
| | 15 | | | | | | | | | |
| | 16 | | | | | | | | | |
| | 17 | | | | | | | | | |
| | 18 | | | | | | | | | |
| | 19 | | | | | | | | | |
| | 20 | | | | | | | | | |
| | 21 | | | | | | | | | |
| | 22 | | | | | | | | | |
| | 23 | | | | | | | | | |
| | 24 | | | | | | | | | |
| | 25 | | | | | | | | | |

cc Office
J.H.Neef

Highway Department
Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

March 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT
Portland, Oregon.

On March 2, the acting Secretary executed the project agreement and certificate to cover project No. Oregon 19. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Noted Gwp

Enclosures.

lcb pmd

Form P. R. I. 2
State — Oregon
Project No. — 29

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this Seventh day of October, 1919, by and between the State Highway Department of the State of Oregon, constituting,

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 27th day of March 19 19, a project statement, which was approved by the Secretary on the 12th day of May, 19 19, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 2nd day of March, 19 20 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said [illegible] plans, specifications, and estimates, and the sum of

~~Fifty-six thousand, seven hundred and sixty-five and 53/100~~
~~Fifty thousand eight hundred and sixty-five and 53/100~~
$56,465.53
dollars ($ ~~50,865.53~~) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State of Oregon - Sale of Bonds under Chapter 175, Laws of 1917.
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the County of
By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point 0.8 of a mile north of Salem City limits, survey station 44/60.5
and a point 4.16 miles northerly, survey station 265/30
terminal points, a distance of 4.16 miles, known locally as the Salem-Brooks Section of the Pacific Highway, Marion County.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all time to inspection and

* Strike out if not appropriate.

...val by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. Section 6 of the Act of Congress of February 28, 1919 (Public No. 299 - 65th Congress).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of fifty-six thousand, four hundred and [illegible] dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and twelve thousand, nine hundred and [illegible] dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the

~~thereof to the Treasurer a warrant for the payment of the said certified sum, or so much~~ thereof as may be due under the terms hereof, to

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name)

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon,
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)

Oregon of such sums as shall not together with previous payments
(Name)

exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of ~~$16,000~~ $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

~~such maintenance is placed by the laws of said State under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will~~ be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the ..... 2nd ..... day of ..... March ....., 19 20

State Highway Department of the State of Oregon.
(Official title of Highway Department.)

By .....

Chairman, State Highway Commission.
(Title of officer.)

By .....

Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By .....

Member, State Highway Commission.
(Title of officer.)

By .....

State Highway Engineer.
(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point 0.8 of a mile north of Salem City limits, survey station 44+60.5, to a point 4.16 miles northerly, survey station 265+50 locally known the Salem-Brooks Section of the Pacific Highway, Marion County, and designated in the records of this Department as Project No. 19, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $112,931.06 as the total estimated cost of said project, and the sum of $56,465.53 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 2nd day of March one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting

*Secretary of Agriculture.*

Form 103.

# Oregon State Highway Commission

Report of Abrasion Tests.

Field No.....

Lab. No. 122-126

County Marion

Date reported March 5-1920

Job Salem-Brooks

Material Gravel

Gravel deposit on the Collard Farm.

| Sample No. | Location of Sample | Abrasion. % | Sp.Gr. | Remarks. |
|---|---|---|---|---|
| 122 | S.test pit. | 4.26 | 2.62 | Suitable for base. |
| 123 | E.test pit,large size. | 1.14 | 2.63 | " " top & base. |
| 124 | County pit. | 4.26 | 2.61 | " " base. |
| 125 | Test pit by crusher. | 4.62 | 2.63 | " " " . |
| 126 | Mixture of large sized gravel from Nos.122,124 & 125 | 1.70 | 2.62 | " " top & base. |

Since specification requirements are that the mixture shall consist of 50 % of crushed material, the above material so handled will be satisfactory.

Kenneth Hedges
Testing Engineer.

cc Office
U.S.Office of Public Roads 2
J.H.Neef.

Copy for State Highway Department

J -1

February 17, 1920.

PR 14

Mr. O. M. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in Acting District Engineer Jack Moskowits' letter of February 11, we are today recommending the revision of Oregon Federal Aid Project No. 19, changing the total estimated cost to $112,931.06, and the amount of Federal aid to $56,465.53.

Two copies of the estimate upon which will be based the project agreement are attached hereto and supersede all former estimates.

Very truly yours,

Noted JWS

Chief Engineer.

Enclosures:
2 copies estimate.

lgs-mlw

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

Jan. 21, 1930

C L A I M

To-

Oregon State Highway Commission,

Salem, Ore.

Difference in price of asphalt on cars diverted from Eola to Hubbard. Asphalt on these cars was used at Aurora on Unit No. 2 of Salem-Aurora Section contract, where the price was to be $21.80 unloaded at Hubbard, instead of at Dallas on the Salem-Dallas Section, where the price is $25.19 f.o.b. cars. We unloaded these cars ourselves at Hubbard, which makes the additional difference of 50¢ per ton.

| | | | | |
|---|---|---|---|---|
| C. of G. car No. 26301 | 31.315 tons @ | 3.89 | 121.81 | 31.315 |
| S. P. car No. 84424 | 31.630 " @ | 3.89 | 123.09 | 31.82 |
| Amount with which we should be credited | | | 244.90 | 63.135 |

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

Feb. 2, 1920

Mr. Herbert Munn, Engineer,
Oregon State Highway Commission,
Salem, Ore.

Attention Mr. Lytle

Dear Sir:

Referring to "Quantity sheet" on asphalt, left with us by you, please note the following:

HILT

We paid the freight on all of the cars shipt to Hilt. Therefore, the price should be $16.50 f.o.b. Oleum on all of these cars.
The car numbers which you did not have are as follows: C.M.StP. 505895, 38.255 T; S.P. 23441, 38.845 T; O.P. 15919, 38.327 T.

EOLA

Car S.P. 84424 should be 31.63 tons, as per copy of invoice from the Union Oil Co., instead of 31.82 tons. } c/n by U O Co Inv 33234

Cars S.P. 84424 and C. of G. 26301 were diverted to Hubbard and used on Aurora contract. We are enclosing claim for the difference in price on these two cars, with full explanations.

Car C.P. 207958, 32.203 tons was shipt to Steinman instead of Eola. Please make the proper corrections so that this will stand deducted from the right contract estimates.

HUBBARD

Car C.M.St.P. 36305 should be 144.244 tons instead of 144.259 tons, as per shipping list of Standard Oil Co.

In all other respects, we find that your list is correct.

Yours very truly,

Eric Force

February 2, 1920.

File F.R. No. 19

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Referring to your letter of January 22d, in regard to Federal Aid Project No. 19, in which letter you ask for an explanation of our acceptance of the contractor's bid of $3.00 per cubic yard for run-of-bank gravel in preference to his bid of $2.80 per cubic yard for screened gravel, we wish to state that our selection was based upon the comparative total costs.

We estimate that in order to secure satisfactory results with screened gravel, it would be necessary to add from ten to twenty percent of sand filler, whereas the run-of-bank material available will require no such addition. While the additional cost of the filler required with screened gravel is more or less indefinite, it is certain that it would increase the cubic yard cost of screened material in place to considerably more than the cubic yard cost of run-of-bank material in place. We do not believe that the possibility of securing slightly more satisfactory results with the screened material would warrant the extra cost.

We think it advisable, however, to use screened gravel, without filler, in the construction of the shoulder drains, although in our estimate dated January 16th, we listed run-of-bank material for this purpose. We are, therefore, submitting a revised estimate in which this change is incorporated.

We are also enclosing sheets covering some minor changes in special provisions, which we would request you to substitute for the last sheet submitted with our letter of January 17th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:HM

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT No. 19

**Detailed Estimate based upon Contract Prices and to be used as Basis for Project Agreement**

- - - - - - - -

**PAVING, SALEM-BROOKS SECTION OF PACIFIC HIGHWAY IN MARION COUNTY**

- - - - - - - -

Salem, Oregon February 2, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| 600 | Cu. Yds. | Excavation, No Classification | $ .75 | $ 450.00 |
| 39,270 | Sq. Yds. | Pavement, Gravel Bitulithic on Gravel Bituminous Base | 2.10 | 82,467.00 |
| 2,290 | Cu. Yds. | Run-of-Bank Gravel, L.M. for Shoulders | 3.00 | 6,870.00 |
| 50 | " | Screened Gravel, L.M. for Shoulder Drains | 2.80 | 140.00 |
| 3,270 | " | Run-of-Bank Gravel, L.M. for Sub-base | 3.00 | 9,810.00 |
| 44,180 | Lin? Ft. | Shoulder Construction | .06 | 2,650.80 |
| 100 | Cu. Yds. | Clay or Other Earth Filler | 1.00 | 100.00 |
| 442 | Only | Shoulder Drains | .40 | 176.80 |
| | | Sub-total | | $ 102,664.60 |
| | | 10% Eng. & Cont. | | 10,266.46 |
| | | Totals | | $ 112,931.06 |

Length of Project 4.16 Miles
Estimated Cost per Mile $ 27,146.89

| | |
|---|---|
| Federal Aid Requested | $56,465.53 |
| State Funds Available | 56,465.53 |
| Total | $112,931.06 |

Signed

Robert Sawyer

Asst. State Highway Engineer

The ten cents per ton reduction above referred to applies on consignment to departments of government and all such shipments must be billed to the Oregon State ...gway Commission, in care of Blake & Compton, Contractors.

Exemptions from the payment of war tax on shipments of Sand, Gravel and Broken or Crushed Stone, also on Cement and Asphaltum, may be secured by billing the same to OREGON STATE HIGHWAY COMMISSION, in care of the contractor.

War Tax exemption certificates may be secured on application to the engineer.

## TYPE OF PAVEMENT

The pavement to be laid shall consist of a 2" wearing surface of standard gravel bitulithic, on a 3" gravel bituminous base, and a 3" run-of-bank gravel sub-base, all to be constructed in accordance with the standard specifications for the items involved.

## RUN-OF-BANK GRAVEL SUB-BASE

A run-of-bank gravel sub-base shall be constructed under the gravel bituminous base. This sub-base shall have a minimum compacted thickness of old plus new material of three (3) inches, and shall be constructed in the same manner as specified for "New Broken Stone Base for Pavement" as given on page 54 of the Standard Specifications.

Payment will be made for sub-base at the unit price for "Run-of-Bank Gravel, Loose Measure," and this price will be understood to include the cost of spreading, rolling, and all other expense in connection with the putting in complete of this sub-base.

## SHOULDER DRAINS

Shoulder drains of Run-of-Bank Gravel shall be constructed as indicated on the plans, and at such intervals as the Engineer may direct.

The price bid for shoulder drains shall include the excavation, placing and compacting of gravel back-fill, and all other labor and expense incidental to the satisfactory completion of the drain, except that the gravel used will be paid for as "Run-of-Bank Gravel, Loose Measure," at the price bid for this item.

## CLAY OR OTHER EARTH FILLER

In the construction of shoulders a small amount of clay or other earth filler may at the discretion of the Engineer, be added to the run-of-bank gravel to assist in satisfactorily binding the shoulder material. Clay or other earth filler shall in no case be added in an amount greater than ten percent of the loose volume of the shoulder material.

February 6th, 1920.

File P. R. No. 19

Mr. O.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are returning herewith three copies of the Project Agreement for Federal Aid Project No. 19, as signed by the State Highway Commission on October 7th, 1919.

Very truly yours,

HERBERT NASH,
State Highway Engineer.

By

Office Engineer.

SHP-HK

February 5, 1920.

File: P. R. No. 19.

Mr. John H. Hoof,
2590 Fair Grounds Road,
Salem, Oregon.

Dear Sir:

This is to advise you that in our estimate for the Salem-Brooks Section, we have included an item of fifty cubic yards of screened gravel to be used in the construction of shoulder drains. Our reason for specifying screened gravel for this part of the work while the balance of the work contemplates the use of run-of-bank gravel, is on account of the fact that the screened gravel would be superior to the run-of-bank material in the construction of these drains, and the bid price on screened gravel is $2.80 per cubic yard, whereas on run-of-bank material, the price is $3.00.

Very truly yours,

HERBERT NUHN,
State Highway Engineer.

By

Office Engineer.

BHP-MG

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

F.R. 19

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon F.A. 19.

January 22, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter of January 17th. enclosing revised estimates and making formal request for change of base on Oregon Federal Aid Project No. 19 received.

In view of the change now about to be made, we believe it will be best for you to return to us, unsigned, the copies of the project agreement now in your possession, and these we will forward to Washington.

It is noted that run-of-bank gravel is to be used at $3.00 per yard, while screened gravel was bid at $2.80. No doubt there is a suitable explanation for this seeming inconsistency, but we would be glad to know just what the reason is, and why screened gravel, usually higher priced and more desirable, is cheaper and less desirable in this particular case.

As soon as this explanation is received, and the unsigned project agreements are returned to us, we will at once forward this revision to Washington with our recommendation for approval.

In the special provisions reference is made to pages 26 and 27 of the standard specification. The arrangement of pages in the specification attached to the contract is different and this subject is covered beginning on page 37.

Three certified copies of the supplemental contract should be sent to this office when the same is executed by the contractor.

Yours very truly,

bh McPherson

Acting District Engineer.

ANSWERED
S.H. Probert

January 17, 1920.

File : F.A.Project 19

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In line with previous correspondence and personal interviews in regard to the type of pavement to be constructed under Federal Aid Project No. 19, we wish now to formally request your approval of certain changes in the plans for this project as originally submitted, and as used as a basis for contract, which will provide for the use of our Standard Type "D" pavement with gravel shoulders and gravel sub-base, as indicated in detail upon revised typical cross-section sheets being submitted to you under separate cover.

Copies of the revised estimate of quantities and costs, which estimate we desire to have used as a basis for the project agreement, are enclosed herewith, as are also copies of special provisions which will be used supplementary to our standard specifications.

We are holding here the three copies of the original project agreement for this project, as submitted by you for the signatures of the Highway Commission. If you desire that these be returned, kindly advise.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

3HP-HH

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 19

**Detailed Estimate based upon Contract Prices and to be used as Basis for Project Agreement**

---

**PAVING, SALEM-BROOKS SECTION OF PACIFIC HIGHWAY IN MARION COUNTY**

---

Salem, Oregon, Jan. 16, 1929

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| 600 Cu. Yds. | Excavation, No Classification | $ .75 | $ 450.00 |
| 39,270 Sq. Yds. | Pavement, Gravel Bitulithic on Gravel Bituminous Base | 2.10 | $2,447.00 |
| 2,290 Cu. Yds. | Run-of-Bank Gravel, L.M. for Shoulders | 3.00 | 6,870.00 |
| 50 " | Run-of-Bank Gravel, L.M. for Shoulder Drains | 3.00 | 150.00 |
| 3,270 " | Run-of-Bank Gravel, L.M. for Sub-base | 3.00 | 9,810.00 |
| 44,180 Lin. Ft. | Shoulder Construction | .06 | 2,650.80 |
| 100 Cu. Yds. | Clay or Other Earth Filler | 1.00 | 100.00 |
| 442 Only | Shoulder Drains | .40 | 176.80 |
| | Sub-total | | $ 102,674.60 |
| | 10% Eng. & Cont. | | 10,267.46 |
| | Total | | $112,942.06 |

Length of Project 4-16 Miles
Estimated Cost per Mile $27,149.53
Federal Aid Requested $56,471.03
State Funds Available 56,471.03

Total $112,942.06

Signed

State Highway Engineer.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 19

**Detailed Estimate based upon Contract Prices and to be used as Basis for Project Agreement**

- - - - - - - -

**PAVING, SALEM-BROOKS SECTION OF PACIFIC HIGHWAY IN MARION COUNTY**

- - - - - - - - -

Salem, Oregon, Jan.16,1920

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| 600 Cu. Yds. | Excavation, No Classification | $ .75 | $ 450.00 |
| 39,270 Sq. Yds. | Pavement, Gravel Bitulithic on Gravel Bituminous Base | 2.10 | 82,467.00 |
| 2,290 Cu. Yds. | Run-of-Bank Gravel, L.M. for Shoulders | 3.00 | 6,870.00 |
| 50 " | Run-of-Bank Gravel, L.M. for Shoulder Drains | 3.00 | 150.00 |
| 3,270 " | Run-of-Bank Gravel, L.M. for Sub-base | 3.00 | 9,810.00 |
| 44,180 Lin. Ft. | Shoulder Construction | .06 | 2,650.80 |
| 100 Cu. Yds. | Clay or Other Earth Filler | 1.00 | 100.00 |
| 442 Only | Shoulder Drains | .40 | 176.80 |
| | Sub-total | | $ 102,674.60 |
| | 10% Eng. & Cont. | | 10,267.46 |
| | Total | | $112,942.06 |

Length of Project 4-16 Miles
Estimated Cost per Mile $27,149.53
Federal Aid Requested $56,471.03
State Funds Available 56,471.03

Total $112,942.06

Signed

State Highway Engineer.

## SPECIAL PROVISIONS

The following special provisions will be used supplementary to the Standard Specifications in connection with the paving of the Salem-Brooks Section of the Pacific Highway in Marion County, Federal Aid Project No. 19.

## NO CLASSIFICATION OF EXCAVATED MATERIALS

Under this contract excavation will not be classified in accordance with the classification specifications given on page 15. The contractor will bid a single price for excavation, and all excavation, regardless of the nature of the material excavated, will be paid for at this price. Excavation shall be made in accordance with the instructions of the Engineer and will include the removal of slides, construction of roadbed to the grade and alignment established by the Engineer, excavation of cut-ditches and drain ditches of all kinds, and all other excavation that may be ordered. In no case, however, will this be interpreted as including as pay quantity any excavation, properly a part of the subgrade as specified on page 53.

The bid price on excavation will include and cover all costs in connection with clearing and removal of logs and other debris which may be required as a part of the removal of slides, and no further payment for same will be made.

## STATE TO FURNISH ASPHALT

The State Highwat Commission will furnish asphalt to the contractor at Twenty-four Dollars and Nineteen Cents ($24.19) per net ton, F. O. B. cars at Salem, Chemawa or Brooks. The cost of the asphalt figured at the above rate will be deducted from the contractor's estimate.

## FREIGHT RATES AND WAR TAX

The contractor will base his prices on the basis of ten cents (10¢) per ton less than the rates quoted by the United States Railroad Administration in Local and Joint Freight Tariff No. 25, in effect June 15th, 1919, applying on Sand, Gravel and Broken or Crushed Stone, carloads, as follows:

| DISTANCES | In cents per 100 pounds | | |
|---|---|---|---|
| | For single line haul | For two line haul | For three line haul |
| Not over 20 miles | 2½ | 3½ | 4 |
| Over 20, not over 30 miles | 3 | 4 | 4½ |
| " 30, " " 40 " | 3½ | 4½ | 5 |
| " 40, " " 50 " | 4 | 5 | 5½ |
| " 50, " " 60 " | 4½ | 5½ | 6 |
| " 60, " " 70 " | 5 | 6 | 6½ |
| " 70, " " 85 " | 5½ | 6½ | 7 |
| " 85, " " 100 " | 6 | 7 | 7½ |
| " 100, " " 115 " | 6½ | 7½ | 8 |
| " 115, " " 130 " | 7 | 8 | 8½ |
| " 130, " " 150 " | 7½ | 8½ | 9 |

...nts per ton reduction above referred to applies on consignment to ...nts of government and all such shipments must be billed to the Oregon State Highway Commission, in care of Blake & Compton, Contractors.

Exemptions from the payment of war tax on shipments of Sand, Gravel and Broken or Crushed Stone, also on Cement and Asphaltum, may be secured by billing the same to OREGON STATE HIGHWAY COMMISSION, in care of the contractor.

War tax exemption certificates may be secured on application to the engineer.

## TYPE OF PAVEMENT

The pavement to be laid shall consist of a 2" wearing surface of standard gravel bitulithic, on a 3" gravel bituminous base, and a 3" run-of-bank gravel sub-base, all to be constructed in accordance with the standard specifications for the items involved.

## RUN-OF-BANK GRAVEL SUB-BASE

A run-of-bank gravel sub-base shall be constructed under the gravel bituminous base. This sub-base shall have a minimum compacted thickness of old plus new material of three inches, and shall be constructed in accordance with the specifications for "Gravel Base" as given on pages 26 and 27 of the standard specifications.

Payment will be made for sub-base at the unit price for "Run-of-Bank Gravel, Loose Measure," and this price will be understood to include the cost of spreading, rolling and all other expense in connection with the putting in complete of this sub-base.

## SHOULDER DRAINS

Shoulder drains of Run-of-Bank Gravel shall be constructed as indicated on the plans, and at such intervals as the Engineer may direct.

The price bid for shoulder drains shall include the excavation, placing and compacting of gravel back-fill, and all other labor and expense incidental to the satisfactory completion of the drain, except that the gravel used will be paid for as "Run-of-Bank Gravel, Loose Measure," at the price bid for this item.

## CLAY OR OTHER EARTH FILLER

In the construction of shoulders a small amount of clay or other earth filler may at the discretion of the Engineer, be added to the run-of-bank gravel to assist in satisfactorily binding the shoulder material. Clay or other earth filler shall in no case be added in an amount greater than ten percent of the loose volume of the shoulder material.

PRIOR

January 17, 1920

Blake-Compton Company,
McMinnville, Oregon.

Gentlemen:

This letter will acknowledge receipt of certified check on Ladd & Bush Bank in amount $5,000.00 submitted in lieu of bond for same amount, guaranteeing the faithful performance of the supplementary contract No. 78, being 7.35 miles of the Pacific Highway, Unit No.1 of the Salem-Aurora Section of the Pacific Highway.

It is understood that this check will be surrendered upon presentation of the bond above described.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

PR 19

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 19.

January 7, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your attention is respectfully called to our letter dated November 12th. 1919 regarding Oregon Project No. 19.

The formal request and a revised typical section for the change from macadam to bituminous concrete base, which you informed us on November 10th. had been authorized by the Highway Commission, has not reached us and we suggest that you take this matter up at once in order that the change may be finally approved in Washington before construction begins.

Yours very truly,

ANSWERED
3 H Probert

C. H. Purcell

District Engineer.

No 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

PRIS

Section Salem Bros. Date January 5th, 1920

Week from Dec. 28-1919 to Jan 3-1920

Highway Pacific

County Clackamas Job Prefixes 1-11 PC 100%

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

Survey will be completed about Number in party Three. 4 days

Camp location Two 3 days

Mail address

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

County Cutter & ditching Crew. On 24 PC cleaned out ditches in two sides & fill in on accounts of rock & gravel.

Completed ditch left side from 459 to 448. Contractor. Hauled 1372 cu yds gravel on Road 24 P.C. Contract = 101 Total spread (linft) = 3655. ft Station 98+00 began to spread gravel double the distance required for minimum thickness, in order to more rapidly get over the road and fill in ravel holes.

Engineers Office and inspection 24 PC. Also 1-11 W.P. Grading. Instrument man left for Grandstaff, Oregon with me.

NOTED
C. H. WILSON

Signed Jno. F. Neff

Title Resident Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon 19

November 12, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

The Washington office has indicated that it will approve the substitution of a bituminous concrete base 3" thick instead of the macadam base now contracted for on Oregon Project No. 19.

This is in accordance with your wishes as indicated in a conversation with Mr. McKesson on October 24.

Please forward formal request for this change with a new typical section showing the pavement as it is to be constructed.

Yours very truly,

District Engineer.

P.R.#19

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.

481-Oregon 19

September 26, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith are three copies of Project Agreement covering Oregon Federal Aid project No. 19. Please have these signed by members of the State Highway Commission and return them to this office.

Article 1 on page 4 and article 6 on page 6 are to be filled in by you.

Yours very truly,

C. H. Purcell

District Engineer.

Copy for State Highway Department

J-1

September 16, 1919.

SEP 2 1 1919

Mr. G. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

We have today recommended the approval of the revision of project agreement for Oregon Federal Aid Project No. 19. New copies of agreement will be prepared and forwarded to you for the State Highway Department.

The total amount of the revised estimate is $101,690.88, and the amount of Federal aid recommended is $50,845.19.

We are enclosing two copies of the estimate which will be used as the basis of the project agreement as revised.

Very truly yours,

Chief Engineer.

Enclosures:
2 copies estimate.

Copy for State Highway Department

Copy sent State Highway Department ..... 19

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT NO 19

FOR PAVING THE SALEM-BROOKS SECTION
OF THE PACIFIC HIGHWAY IN MARION COUNTY.

- - - - - - - - - - - -

Detailed Estimate as Basis for Project Agreement

4.16 Miles of 16' Pavement

Estimate of Sept. 5, 1919.

| Item No. | Quantity | Unit | Item | Unit Price | Amount |
|---|---|---|---|---|---|
| 30 | 600 | Cu. Yds. | Excavation, Mc. Classification | $ .75 | $ 450.00 |
| 35 | 5,000 | " | Broken Stone, Loose Measure | 4.30 | 21,500.00 |
| 40 | 400 | " | C lay or Other Earth Filler | 1.00 | 400.00 |
| 49 | 39,270 | Sq. Yds. | Stand. Bit. Pavement, Type "B" | 1.50 | 58,905.00 |
| 56 | 44,180 | Lin. Ft. | Broken Stone or Gravel Shoulders | .06 | 2,650.80 |
| 57 | 3,050 | Cu. Yds | Broken Stone - L. M. for Shoulders (Alternate) | 4.30 | |
| 58 | 3,050 | " | Crushed Gravel L. M. for (Alternate) | 3.15 | |
| 59 | 3,050 | " | Screened Gravel - L. M. For Shoulders | 2.80 | 8,540.00 |
| 60 | 3,050 | " | R-O-B Gravel - L. M. for Shoulders (Alternate) | 3.00 | |
| | | | Sub-total | | $92,445.80 |
| | | | 10% Eng. & Cont. | | 9,244.58 |
| | | | T O T A L | | $101,690.38 |

cost per Mile ..... $24,444.80 ✓
State Funds Available $50,845.19
Federal Aid Requested $50,845.19 ✓

Approved Robert Fleming
STATE HIGHWAY ENGINEER.

EXAMINED AND RECOMMENDED
FOR APPROVAL FRR2.
DATE 9-16-19

O.R. 19

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

August 22, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

Oregon F.A #19

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to Oregon Federal Aid project No. 19, we wish to advise that, since the contract was awarded for Type "E" pavement while the recommendation of approval by the Chief Engineer referred to Type "D" it will be necessary for you to prepare a revised estimate for Type "E" only.

If you so desire you may use the unit prices obtaining in the contract in preparing this estimate and before the Project Agreement, copies of which are now in your hands, is executed by members of the State Highway Commission you may change the amounts shown therein to agree with the revised estimate.

Salem-Brooks

You can then return the executed Project Agreement together with four copies of the revised estimate, which will be recommended for approval, by this office.

Will you kindly, at your early convenience, advise us whether the contract was awarded to include Broken Stone or Screened Gravel Shoulders.

Yours very truly,

C. H. Purcell

Acting District Engineer.

September 5, 1919.

Mr. C.H.Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon

Dear Sir:

We are sending you herewith, five copies of Detailed Estimate as basis for Project Agreement on the Salem-Brooks Section of the Pacific Highway , Oregon Post Road Project # 19.

In accordance with instructions in your letter of August 22nd, we have prepared this estimate on the basis of actual contract prices. While the contract was awarded on the basis for Screened Gravel for shoulders, we have listed the other alternate types upon which prices were received, in order that these may be used as alternate items if so desired during the course of construction.

The Project Agreement previously sent us has been lost, and we are unable to return the same to you. Under the conditions, we presume that it will be just as satisfactory to make up a new agreement anyway.

Very truly yours.

HERBERT BUNN,
State Highway Engr.,

By

For Office Engr.

JWD-HH
5 enc.

OREGON ST TE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO.29

FOR PAVING THE SALEM-BROOKS SECTION
OF THE PACIFIC HIGHWAY IN MARION COUNTY.

---

Detailed Estimate as Basis for Project Agreement

4.16 Miles of 16' Pavement — Estimate of Sept. 5, 1919.

| Item No. | Quantity | Unit | Item | Unit Price | Amount |
|---|---|---|---|---|---|
| 30 | 500 | Cu. Yds. | Excavation, No. Classification | $ .75 | $ 450.00 |
| 35 | 5,000 | " | Broken Stone, Loose Measure | 4.30 | 21,500.00 |
| 40 | 400 | " | Clay or Other Earth Filler | 1.00 | 400.00 |
| 49 | 39,270 | Sq. Yds. | Stand. Bit. Pavement, Type "B" | 1.50 | 58,905.00 |
| 56 | 44,180 | Lin. Ft. | Broken Stone or Gravel Shoulders | .06 | 2,650.80 |
| 57 | 3,050 | Cu. Yds | Broken Stone - L. M. for Shoulders (Alternate) | 4.30 | |
| 58 | 3,050 | " | Crushed Gravel L. M. for " (Alternate) | 3.15 | |
| 59 | 3,050 | " | Screened Gravel - L. M. For Shoulders | 2.80 | 8,540.00 |
| 60 | 3,050 | " | R-O-B Gravel - L. M. for Shoulders (Alternate) | 3.00 | |
| | | | Sub-total | | $92,445.80 |
| | | | 10% Eng. & Cont. | | 9,244.58 |
| | | | TOTAL | | $101,690.38 |

Cost per Mile
State Funds Available $50,845.19
Federal Aid Requested $50,845.19

Approved Robert Bruce
STATE HIGHWAY ENGINEER.

COPY FOR OREGON STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. J-1

June 24, 1919
(Date)

G. H. Purcell,
Act'g District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:-

We have today recommended to the Director the approval of the plans, specifications and estimate for Oregon federal aid project number 19.

We are sending you, herewith, two copies of the agreement estimate which will used as the basis of the project agreement.

Yours very truly,

Chief Engineer.

(Enclosure)
2 copies agr. est

Noted

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT NO. 19

For Improving the Salem-Brooks Section
of the PACIFIC HIGHWAY in
Marion County.

DETAILED ESTIMATE AS BASIS FOR PROJECT AGREEMENT

4.16 miles 16 ft. Pavement

Estimate dated May 22nd, 1919.

| Item | Quantity | Unit Price | Estimated Cost for Each Type Pavement | | | |
|---|---|---|---|---|---|---|
| | | | Type "A" | Type "D" | Type "E" | Type "G" |
| Items Common to all types: | | | | | | |
| Common Excavation | 600 cu. yds | $1.00 | 600.00 | 600.00 | 600.00 | 600.00 |
| Broken Stone Shoulders | 44,180 lin. ft. | .06 | 2,650.80 | 2,650.80 | 2,650.80 | 2,650.80 |
| Type "A" Pavement as follows: | | | | | | |
| Pavement | 39,270 sq. yds | 2.25 | 88,357.50 | | | |
| Clay or other earth filler | 100 cu. yds | 1.00 | 100.00 | | | |
| Broken Stone for shoulders (L.M.) | 2,050 " | 4.50 | 9,225.00 | | | |
| Expansion joints | 11,750 lin ft | .10 | 1,175.00 | | | |
| Type "D" Pavement as follows: | | | | | | |
| Pavement | 39,270 sq. yds | 2.10 | | 82,467.00 | | |
| Clay or other earth filler | 100 cu. yds | 1.00 | | 100.00 | | |
| Broken Stone for Shoulders (L.M.) | 1,910 " | 4.50 | | 8,595.00 | | |
| Type "E" Pavement as follows: | | | | | | |
| Pavement | 39,270 sq. yds | 1.55 | | | 60,868.50 | |
| Clay or other earth filler | 400 cu. yds | 1.00 | | | 400.00 | |
| Broken Stone for base (L. M.) | 5,000 " | 4.50 | | | 22,500.00 | |
| Broken Stone for Shoulders(L.M.) | 3,050 " | 4.50 | | | 13,725.00 | |
| Type "G" Pavement as follows: | | | | | | |
| Pavement | 39,270 sq. yds | 1.65 | | | | 64,795.50 |
| Clay or other earth filler | 400 cu. yds | 1.00 | | | | 400.00 |
| [illegible] | [illegible] | [illegible] | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Broken Stone for base (L. M.) | 5,000 | " | 4.50 | | | 400.00 | |
| Broken Stone for Shoulders(L.M.) | 3,050 | " | 4.50 | | | 22,500.00 | |
| | | | | | | 13,725.00 | |
| Type "G" Pavement as follows: | | | | | | | |
| Pavement | 39,270 | sq. yds | 1.65 | | | | 64.795.50 |
| Clay or other earth filler | 400 | cu. yds | 1.00 | | | | 400.00 |
| ~~Broken Stone for base (L. M.)~~ | ~~5,000~~ | ~~"~~ | ~~4.50~~ | | | | ~~22,500.00~~ |
| Broken Stone for Shoulders (L.M.) | 3,250 | " | 4.50 | | | | 14,625.00 |
| Subtotals | | | | $102,108.30 | $ 94,412.80 | $100,744.30 | $105,571.30 |
| 10% for Engineering and Contingencies | | | | | | | |
| T o t a l s | | | | $112,319.13 | $103,854.08 | $110,818.73 | $116,128.43 |

Length of Project 4.16 miles

Cost per mile ~~$24,964.60~~ $24964.92

Federal Aid Requested Type "D" $51,927.04

" " Recommended → 51,927.04

State ~~Funds~~ Available

Signed: Herbert F. Rhodes

State Highway Engineer.

EXAMINED AND RECOMMENDED
FOR APPROVAL GHS
DATE 6-24-19

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

June 19, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
481 - Oregon - 19

State Highway Commission,

Salem, Oregon.

Gentlemen:

We are today forwarding to the Director, plans, special provisions and estimates, covering Oregon Federal Aid Post Road Project No. 19, recommending approval.

Very truly yours,

T. H. Kuhn

Acting District Engineer.

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 19

For Improving the Salem-Brooks Section
of the PACIFIC HIGHWAY in
Marion County.

DETAILED ESTIMATE AS BASIS FOR PROJECT AGREEMENT

4.16 miles 16 ft. Pavement — Estimate dated May 22nd, 1919.

| Item | Quantity | Unit Price | Estimated Cost for Each Type Pavement: Type "A" | Type "B" | Type "E" | Type "G" |
|---|---|---|---|---|---|---|
| **Items Common to all types:** | | | | | | |
| Common Excavation | 600 cu yds | $ 1.00 | $ 600.00 | $ 600.00 | $ 600.00 | $ 600.00 |
| Broken Stone Shoulders | 44,180 lin. ft | .06 | 2,650.80 | 2,650.80 | 2,650.80 | 2,650.80 |
| **Type "A" Pavement as follows:** | | | | | | |
| Pavement | 39,270 sq. yds | 2.25 | 88,357.50 | | | |
| Clay or other earth filler | 100 cu. yds | 1.00 | 100.00 | | | |
| Broken Stone for shoulders(L.M.) | 2,050 " | 4.50 | 9,225.00 | | | |
| Expansion joints | 11,750 lin. ft | .10 | 1,175.00 | | | |
| **Type "D" Pavement as follows:** | | | | | | |
| Pavement | 39,270 sq. yds | 2.10 | | 82,467.00 | | |
| Clay or other earth filler | 100 cu. yds | 1.00 | | 100.00 | | |
| Broken Stone for Shoulders (L.M.) | 1,910 " | 4.50 | | 8,595.00 | | |
| **Type "E" Pavement as follows:** | | | | | | |
| Pavement | 39,270 sq. yds | 1.55 | | | 60,868.50 | |
| Clay or other earth filler | 400 cu. yds | 1.00 | | | 400.00 | |
| Broken Stone for base (L.M.) | 5,000 " | 4.50 | | | 22,500.00 | |
| Broken Stone for Shoulders(L.M.) | 3,050 " | 4.50 | | | 13,725.00 | |
| **Type "G" Pavement as follows:** | | | | | | |
| Pavement | 39,270 sq. yds | 1.65 | | | | 64,795.50 |
| Clay or other earth filler | 400 cu. yds | 1.00 | | | | 400.00 |
| Broken Stone for base(L.M.) | 5,000 " | 4.50 | | | | 22,500.00 |
| Broken Stone for Shoulders (L.M.) | 3,250 " | 4.50 | | | | 14,625.00 |
| Subtotals | | | $102,108.30 | $94,412.80 | $100,744.30 | $105,571.30 |
| 10% for Engineering and Contingencies | | | 10,210.85 | 9,441.28 | 10,074.43 | 10,557.15 |
| Totals | | | $ 112,319.15 | $ 103,856.08 | $ 110,818.73 | $116,128.45 |

Length of Project 4.16 miles
Cost per mile $24,964.68
Federal Aid Requested $51,927.04

| | | | | | |
|---|---|---|---|---|---|
| Pavement | | | | | 400.00 |
| Clay or other Earth Filler | 400 | cu. yds | 1.00 | | 22,500.00 |
| Broken Stone for base(L.M.) | 5,000 | " | 4.50 | | 14,625.00 |
| Broken Stone for Shoulders (L.M.) | 3,250 | " | 4.50 | | |
| Subtotals | | | | $102,108.30 | $94,412.80 $100,744.30 $105,571.30 |
| 10% for Engineering and Contingencies | | | | 10,210.85 | 9,441.28 10,074.43 10,557.13 |
| Totals | | | | $ 112,319.15 | $ 103,854.08 $ 110,818.73 $116,128.43 |

Length of Project 4.16 miles
Cost per mile $24,964.68
Federal Aid Requested $51,927.04
State Funds Available 51,927.04

Signed: Herbert F. Quinn
State Highway Engineer.

D.R.T.

Approved
Acting Director.

1919.

RECEIVED

COPY FOR STATE HIGHWAY DEPARTMENT

P-3

May 12, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Post Office Building,
Portland, Ore.

Dear Sir:

On May 12 the Acting Secretary of Agriculture approved Oregon Project No. 19, for the improvement of 4.18 miles of the Pacific Highway in Marion County, at an estimated cost of $99,895.11, and on which Federal aid to the extent of 50 per cent is requested.

Very truly yours,

Acting Director.

lwb-gmj

Noted
SHP

Salem-Brooks

P.R. # 19

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

IN YOUR REPLY PLEASE
REFER TO FILE No.....

May 1, 1919.

State Highway Commission,

Salem, Oregon.

Gentlemen:

Receipt is acknowledged of project statement covering 4.18 miles of the Pacific Highway, between Salem and Brooks, Marion County. This has been given our No. 19.

Very truly yours,

C H Purcell

Acting District Engineer.

Noted
MWP

State.....

Project No.....
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date)..... March 29, 1919 .....

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of..... Oregon .....pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its..... State Highway Commission .....
constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of.... State and Federal ...
... Road Bonding Act, Chapter 175, Laws of 1917. .....
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
....., in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by.... State and County ...
.....

1. Local name of road..... Pacific Highway .....
2. Located between..... Salem .....and..... Brooks .....County of..... Marion .....
3. Points of beginning and ending.... Beginning at end of pavement 0.8 miles North of ..... Salem City Limits, Sta. 44 plus 80.5, ending at point 4.18 miles North, Station 265 plus 50
4. Length in miles (gross)..... 4.18 ..... (net)..... 4.18 .....

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

...t used as post route 4.10; miles not used as post route ...

...major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing ...eral status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the ...obability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)

Will close gap, making continuous pavement from Salem to Aumsville. Is part of the Pacific Highway.

11. Improved roads adjacent or contiguous and type of each On South, Marion County, bituminous pavement. On north, contract awarded by State Highway Commission for bituminous pavement.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (*a*) trucks 50, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles 20.

13. Local traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 40, and (*c*) horse-drawn vehicles 20.

14. Description and present condition of traveled way Roll graded and drained with gravel surface which is badly worn - very rough.

Width of surfacing 16 ft.; feet between ditches 24; approximate maximum gradient 6%

Proposed type of construction Bitumious or concrete

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Gravel available at Salem and other points along Willamette River

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon

(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State Sufficient funds authorized by Chap. 178, Laws of 1917, to meet federal co-operation.

(Amount) (Source; refer to statute)

(b) County

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

(State or (and) County)

## RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary
Oregon State Highway Commission

...cost of ...ject:

...ne. No. Kimmswick ..... Date March 29th ....., 191 9

| | Unit. | Item. | Price. | | Amount. | |
|---|---|---|---|---|---|---|
| 500 | Cu. yds. | Excavation, 000 % Rock | | 80 | 500 | 00 |
| 29,870 | Sq. yds. | Surfacing of Asphaltic concrete | 1 | 00 | 74,615 | 00 |
| 44,173 | lin.ft. | Broken stone shoulders | | 06 | 2,650 | 74 |
| 2,000 | cu.yds. | Broken stone | 4 | 00 | 8,000 | 00 |
| 200 | each | Shoulder drains | 1 | 00 | 200 | 00 |
| 1,900 | cu.yds. | Gravel | 2 | 50 | 4,750 | 00 |
| | | Structures of 20′ span or under | | | | |
| | | Structures over 20′ span | | | | |
| | | Other items | | | | |

| | | |
|---|---|---|
| Length, 4.18 miles. | Subtotal, | $90,815 74 |
| Cost, $ 22,890.55 per mile. | 10% Engineering and Contingencies, | 9,081 57 |
| | Total | $99,896 11 |

This estimate approved by:

Herbert J. Sims

(Title)

26. Amount of Federal aid desired $49,947.55
(State in lump sum or percentage, but not both)

desired on completion or as work progresses. as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project. State Treasurer of the State of Oregon

29. Additional remarks. The County of Marion agrees to prepare the subgrade and place drainage structures according to the plans and specifications of the State Highway Engineer.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department)

By S. Benson Chairman
(Title of officer)

By [signature]
(Title of officer)

By [signature]
(Title of officer)

By [signature]
(Title of officer)

BROOKS, OREGON,

APR 11 1919

I, John Cary, hereby certify that I am the duly appointed Postmaster at Brooks, Oregon; that I am familiar with the roads over which the United States mail is carried and I further Certify that the portion of the highway from the end of the pavement North of Salem to a point one and one-half (1½) miles South of Brooks, Oregon, a distance of approximately four (+) miles proposed under this improvement, is used as a rural mail route,

Signed John Cary
Postmaster

BROOKS, OREGON,

# United States Post Office

First CLASS

Salem, Oregon, April 11, 1919.

I, August Enckestein, hereby certify that I am the duly appointed Postmaster of Salem, Oregon; that I am familiar with the roads over which the United States mail is carried, and that the portion of the highway between the end of the pavement north of Salem to a point about one and one-half miles South of Brooks, a distance of about four miles, proposed under this improvement, is used as a rural mail route.

August Enckestein
Postmaster.

State.....

Project No.....
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) March 29-1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State & Federal Road Bonding Act. Chap 175. Laws 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
....., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State & County

1. Local name of road Pacific Highway
2. Located between Salem and Brooks County of Marion
3. Points of beginning and ending Beginning at end of pavement 0.8 miles north of Salem City Limits Sta 0+00 (444+60.5) Ending at point ~~5.15~~ 4.18 miles north Sta 265+50 (270+75)
4. Length in miles (gross) ~~5.15~~ 4.18 (net) ~~5.15~~ 4.18

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route 5.15 4.18; miles not used as post route 0.0

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes -

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)
Will close gap - making continuous pavement from Salem to Aurora: In front of the Pacific Highway

11. Improved roads adjacent or contiguous and type of each On south: Marion County Bituminous pavement: On north: Contract awarded by State Hy Com for Bituminous pavement
(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (*a*) trucks 50, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles 20.

13. Local traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 40, and (*c*) horse-drawn vehicles 20.

14. Description and present condition of traveled way well graded and drained with gravel surface which is badly worn - very rough

15. Proposed width of surfacing 16 ft.; feet between ditches 24; approximate maximum gradient 5% per cent.

16. Proposed type of construction Bituminous or Concrete

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel available at Salem and other points along Willamette River

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon

(State or ~~(and) County~~)

20. Amount of funds which ~~are will be~~ available for construction: (a) State Sufficient funds authorized by Chap 175, Laws 1917 to meet Fed Co-op

(Amount) (Source; refer to statute)

(b) County

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

(State or (and) County)

from the following sources:

(Refer to statute)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

...ce estimate ...cost of ...ject:

...by Chas H. Whitmore Date March 29, 1919

| ...ty. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 600 | Cu. yds. | Excavation, 00 % Rock | 50 | 300 00 |
| 39270 ~~48400~~ | Sq. yds. | Surfacing of Asphaltic Concrete | 1 90 | 74613 00 ~~91960 00~~ |
| 44179 ~~54450~~ | Lin ft | Broken Stone Shoulders | 06 | 2650 74 ~~3267 00~~ |
| 2900 ~~2400~~ | Cu yds | Broken Stone | 4 00 | 8000 00 ~~9600 00~~ |
| 500 | Each | Shoulder Drains | 1 00 | 500 00 |
| 1900 ~~4800~~ | Cu yds | Gravel | 2 50 | 4750 00 ~~12000 00~~ |
| | | Structures of 20′ span or under | | |
| | | Structures over 20′ span | | |
| | | Other items | | |

Length, ~~515~~ 418 miles.

Cost, $ ~~25124.20~~ per mile.

~~23900 00~~

$ 23,898 31

| | |
|---|---|
| Subtotal, | ~~1176270~~ 998137 |
| 10% Engineering and Contingencies, | ~~117627~~ 99813 7 |
| Total | ~~1293897~~ 99895.11 |

This estimate approved by:

(Title)

26. Amount of Federal aid desired ~~5400 00~~ $ 41800 00

(State in lump sum or percentage, but not both) 49947.55

27. Payment desired on completion or as work progresses... as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project... State Treasurer

29. Additional remarks... The County of Marion agrees to prepare the subgrade and place drainage structures according to the plans and specifications of the State Highway Engineer

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

(Official title of Highway Department)

By.....

(Title of officer)

By.....

(Title of officer)

By.....

(Title of officer)

CONTRACT# 175

PR-16 The Dalles-Three Mile Cr. 1919-1924

175

RECEIVED
AUG 11 1937
FHA

RECEIVED
AUG 27 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

August 23, 1937

Contract 175

Mr. R. H. Baldock,
State Hwy. Engr.,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Maintenance inspection of Oregon FAP 16, The Dalles-Dufur Highway, The Dalles-Three mile Section, was made on August 12.

The surface of this project is in average good condition and it would appear that surface maintenance costs were very light.

It would seem, therefore, assuming this to be the case, that there would be more than ordinary justification for attention to other items, particularly shoulders, ditches, and roadside clean-up.

A main road standard for these items is not expected, but there is a point somewhere in between such a standard and the present weed grown condition of shoulders, ditches etc., which would satisfy a reasonable requirement for such work.

The maintenance of this project is, we understand, performed by Wasco County, but as the cooperative agreement is with the Commission, we are asking you to take whatever steps are necessary to improve conditions on the project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

WILLIAM DUBY, BAKER, CHAIRMAN
H. S. VAN DUZER, PORTLAND
W. H. LAYLONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

# OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY PLEASE

REFER TO FILE No.....

The Dalles, Oregon
December 5, 1924

DEC 6 1924

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to your letter of December 3rd, enclosing a copy of a letter from Mr. C. H. Purcell, relative to the maintenance of The Dalles-Three Mile Creek section, which was originally Federal Aid Project No. 16, please be advised that I have already taken this matter up with Judge Adkisson, sometime ago.

Thereis now quite a number of men engaged in doing the work referred to by Mr. Purcell and the project will be done in first-class condition.

This matter was to have been attended to before, but due to the "indisposition" of Mr. Marx, the county road master, he was not able to attend to this until within the last few days, as a matter of fact the county intended to do more than that called for in Mr. Purcell's letter, in so far as the shoulders are concerned, it being their intention to practically do away with the loose gravel shoulders and use an asphalic mixture along the pavement which they considered will save them money in the end.

Yours very truly,

C. W. Wanzer

C. W. Wanzer
Division Engineer

CWW-vc

cc Judge Adkisson
C. H. Purcell

December 3, 1934.

Mr. C. W. Wanser,
Divisio Engineer,
The Dalles, Oregon.

Dear Sir:

Please see the copy of attached letter from C. H. Purcell relative to maintenance on The Dalles-Chrssmile Creek Section which was originally Federal Aid Project No. 16, constructed in cooperation between the State and Government.

You will recall that our agreement with Wasco County when the route of The Dalles-California Highway was changed was that they would take over and maintain this project. Please take up with County Judge Adkisson or Road Commissioner Marx, the matter of proper continuous maintenance on t is project for which the Government authorities are holding us responsible.

Very truly yours,

State Highway Engineer.

RAK:LM
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

November 25, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

On November 19th a maintenance inspection was made of Federal Aid project No. 16, The Dalles-Three Mile Creek section, two miles of bituminous pavement.

It was noted that small slides from the cut slopes have filled the ditches on a part of the project; some pipe culverts are filled up; crushed rock shoulders are in poor condition, and at the intersections with farm roads the recent rains have washed earth from the roads onto the pavement, in one or two cases completely covering the pavement to a depth of several inches.

We understand that the county has assumed responsibility for maintenance of this road, but it has evidently neglected it for some time.

As the State is still under obligation to the Bureau by the terms of the project agreement to properly maintain the project, we must look to the State to see that it is properly maintained. We are, therefore, bringing it to your attention.

Yours very truly,
C. H. PURCELL, District Engineer,

By F. M. Dunn
Acting

October 19, 1920

P. R. 16

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. C. H. Purcell, District Engineer.

Gentlemen:

I am in receipt of your letter of October 14th regarding maintenance on the Dalles-Three Mile project and have forwarded a request to Mr. J. H. Scott, Division Engineer, to immediately take up the maintenance of this project as suggested.

Respectfully,

State Highway Engineer.

HW:LM

ANSWERED
HERBERT NUNN

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

October 14, 1920. POST OFFICE BUILDING, PORTLAND, OREG.

State Highway Commission,
Salem,
Ore.

Re Oregon Fed. Aid project #16.

Gentlemen:-

A recent maintenance inspection report on above project (The Dalles-Three Miles) states as follows:-

"Shoulders:- Crushed rock shoulders have ravelled out some at end of pavement. This occurred for the most part in first mile out of The Dalles. Will prob bly require 25 to 30 cu. yds. of No. 2 and screenings for repair. Estimated cost $250.00.

Slopes:- Good with exception of 1 small slide in cut at about Sta. 90. Two hours work for one man. Estimated cost $2.50.

Comments:- At Sta. 2 (Approx) an unimproved earth road carrying considerable traffic intersects pavement. Barn at intersection blocks view and makes intersection extremely dangerous. State Highway Department is taking steps to procure right of way, move barn back and eliminate danger. Suggest letter be written State Highway Department endorsing their action and recommending that this improvement be made at the earliest possible date".

The following requests were made on the ground to your representative, Resident Engineer J. E. Peck:-

(a) That crushed rock shoulders be built up even with pavement by No. 2 and screenings.
(b) That slide at Sta. 90 be removed.
(c) That dangerous intersection at Sta. 2 be eliminated at earliest possible date.

This letter is a confirmation of the verbal requests made by our representative in the field.

Very truly yours,

District Engineer.

June 24, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

P. R. 16.

Dear Sir:

Herewith we are inclosing four copies of final voucher on the Dalles-Three Mile Section Oregon Federal Aid Project No. 16, in the amount of $5,060.86.

As the additional data required on the engineering items would require an amount of detailed work out of proportion to the sum involved, we have prepared this voucher claiming Federal cooperation on engineering salaries and industrial insurance only.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET

June 4, 1920.
File: F.A. No. 16

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of March 17th, relative to The Dalles-Three Mile Creek Section, Oregon Federal Aid Project No. 16.

Our final voucher in connection with this work is being held up awaiting the completion of certain work recommended to be done before final acceptance could be made by your bureau. Although the flush coating recommended by you has not been done, everything else is completed, and from present appearances, we do not believe that flush coating will be necessary. We would therefore, request that you make an inspection of this work with a view to granting your final acceptance.

Our reason for believing that flush coating will not be necessary is that the surfacing is bleeding to a considerable extent, and the surfacing is being ironed out very satisfactorily by traffic.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-LM

[redacted]

[redacted]

[redacted]
COMMISSIONERS

ROY A. KLEIN, Secretary and Assistant Engineer

HERBERT NUNN
State Highway Engineer

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PA - Additional Work, The Dalles-Three Mile.

The Dalles, Ore., June 1, 1920.

P.R. 16

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

[redacted] 1920

Attention Mr. DeSouza.

Dear Sir:

Your letter of May 26th requesting information regarding present condition of The Dalles-Three Mile Creek Section, Post Road Project No. 16, is at hand.

Additional work has been done on this section of road as requested by the Bureau of Public Roads, with the exception of additional flush coating. We have cleaned all shoulders, widened ditches, and trimmed cut slopes, and widened shoulders where necessary, and in addition have built 500 feet of standard guard fence at critical points.

Regarding flush coating, it is not thought advisable to flush coat until the coming of the very hot summer weather, as this surface has not gone through a hot season yet, and is already beginning to bleed, and the increase of traffic this season is smoothing out the irregularities of the surface, and by the time the hot weather comes we will have very little of this surface that will need the additional coating. Aside from this flush coating that might seem necessary, all work is complete and ready for final inspection, upon which I feel sure that a favorable report will be made.

Very truly yours,

C. C. KELLEY,
Division Engineer.

Noted [illegible]

HCI:kl

By H. C. Angle

May 26, 1920.
File: P.R. No. 16

Mr. C. C. Kelley,
Asst. Highway Engineer,
The Dalles, Oregon.

Dear Sir:

Reference is made to your letter of March 10th, relative to additional work on The Dalles-Three Mile Creek Section, Post Road Project No. 16. Please advise us when this work is ready for final inspection by the Government. We are taking this matter up for the reason that the Office of Public Roads is withholding their final cooperative payment on the work, and we are interested in getting this through without any more delay than necessary.

Very truly yours,

HERBERT MUNN,
State Highway Engineer.

By

Asst. Office Engineer.

JMD-TM

May 13, 1920.

PR
16

Mr. H. C. Ingle,
The Dalles, Oregon.

Dear Sir:

We note that a bill has been vouchered covering payments to Timms-Cress & Company of Portland, Oregon for paint and oil used in connection with The Dalles-Three Mile and The Dalles-Seufert paving jobs. In order that we may make the proper entries in our cost records, kindly give us a statement in regard to the manner in which these materials were used. It would appear to us that these materials should have been furnished by the contractor.

Very truly yours,

HERBERT MUNN.
State Highway Engineer,

By

Office Engineer.

SHP-HM

FORM 8A 8M-11-48


S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER


F.A. # 16

~~33 P.H.~~

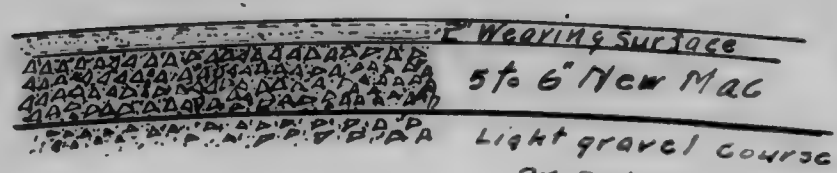
# OREGON STATE HIGHWAY COMMISSION

SALEM

Typical Sections The Dalles-Three Mile Job

Sec Sta 0+10 to 48+10

Sec. Sta. 48+10 to 75+10




Sec 75+10 to 105+60

March 15, 1920.

File: P.R. No. 16

Mr. C.H. Purcell,
District Engineer
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Having received a report from our Division Engineer, Mr. C.C. Kelley, we are now in a position to supply the information requested in your letter of February 2nd with reference to additional work required to complete Federal Aid Project No. 16.

Arrangements are being made whereby the contractor will apply a new flush-coat to the surfacing at such points as are not now properly coated, and will roll, trim and otherwise satisfactorily complete the rock shoulders. This work will be done during the next month or six weeks.

A maintenance order has been issued whereby some of the cut-slopes will be flattened and some of the fills widened in accordance with your recommendations. At the same time, the ditches will be cleaned out and standard guard fence will constructed where necessary. This maintenance work will be done by State forces and should be underway within the next few days.

As regards the statement in your letter to the effect that from the appearance of the work on the day of your inspection, about October 7th, the base course was not being properly fille . our ResidentEngineer advises that at that particulnr time, and also at a few other times during the season, the delivery of screenings was behind, but that whenever this occurred paving operations were discontinued until the required quantities of screenings were furnished.

For your information as to the quantities of materials that went into the base, we are enclosing a detailed statement of these quantities with dates of delivery and station numbers. We are also enclosing blue prints of a sketch showing the thicknesses of the base course over sections of the project where different conditions as regards sub-base existed.

Very truly yours,
HERBERT HUNT,

B

Supt. W. Office Engineer.

## MATERIAL USED ON THE DALLES-CELILO CANAL SECTION OF PAVING, JOB # 332

| Sta. Del. | | | Date Del. | Screenings | Gravel | Rock No. 1 & No. 2 |
|---|---|---|---|---|---|---|
| 98+00 | to | 103+60 | Aug. 29 | | | 232 |
| 92+00 | to | 98+00 | " 30 | 67 | | 160 |
| 86+00 | to | 92+00 | Sept. 2 | | | 170 |
| 82+00 | to | 86+00 | " 3 | 30 | | 112 |
| 76+00 | to | 82+00 | " 4 | | | 172 |
| 71+00 | to | 76+00 | " 5 | | | 157 |
| 71+00 | to | 105+60 | " 6 | 242 | | |
| 69+20 | to | 71+00 | " 8 | | | 50 |
| 65+00 | to | 71+00 | " 9 | 70 | | |
| 62+00 | to | 69+20 | " 9 | | | 200 |
| 58+45 | to | 62+00 | " 10 | | | 105 |
| 56+60 | to | 58+45 | " 11 | | | 39 |
| 54+00 | to | 56+60 | " 12 | | | 77 |
| 48+00 | to | 54+00 | " 13 | | | 80 |
| 47+00 | to | 56+00 | " 15 | 88 | | |
| 45+00 | to | 48+00 | " 16 | | | 73 |
| 36+00 | to | 45+00 | " 17 | | | 96 |
| 36+00 | to | 45+00 | " 18 | | | 87 |
| 43+00 | to | 47+00 | " 19 | 51 | | |
| 34+00 | to | 36+00 | " 19 | | | 40 |
| 31+50 | to | 36+00 | " 20 | | | 70 |
| 31+00 | to | 43+00 | " 20 | 135 | | |
| 28+50 | to | 31+00 | " 22 | 25 | | 60 |
| 25+25 | to | 28+50 | " 23 | | | 99 |
| 22+30 | to | 25+25 | " 24 | | | 90 |
| 22+00 | to | 28+50 | " 24 | 64 | | |
| 21+00 | to | 22+30 | " 25 | | | 89 |
| 19+50 | to | 21+00 | " 26 | | | 80 |
| 16+00 | to | 19+50 | " 27 | | | 90 |
| 13+25 | to | 16+00 | " 28 | | | 76 |
| 10+25 | to | 13+25 | " 30 | | | 57 |
| 11+00 | to | 22+00 | Oct. 1 | 60 | | |
| 6+25 | to | 8+40 | " 2 | 17 | | 45 |
| 2+40 | to | 6+25 | " 3 | 38 | | |
| 9+30 | to | 10+43 | " 3 | | | 60 |
| 0+00 | to | 3+10 | " 4 | | | 69 |
| 3+10 | to | 5+20 | " 6 | | | 93 |
| 25+00 | to | 28+00 | " 7 | 31 | | |
| 7+00 | to | 9+20 | " 7 | | | 45 |
| 0+00 | to | 2+40 | " 8 | 28 | | |
| 100+00 | to | 105+60 | " 8 | | 25 | |
| 75+00 | to | 100+00 | " 9 | | 119 | |
| 6+25 | to | 11+00 | " 10 | 36 | 30 | |
| 62+00 | to | 73+00 | " 10 | | 48 | |
| 12+00 | to | 18+00 | " 13 | | | 5 |
| 18+00 | to | 29+00 | " 15 | | 50 | |
| 29+00 | to | 49+00 | " 17 | | 110 | |
| 46+00 | to | 62+00 | " 18 | | 76 | |
| 0+00 | to | 12+00 | " 30 | | 82* | 155 |
| | | | | 931 | 406 | 2,984 |

* On October 15th. 82.75 cubic yards of rock was charged as gravel. Correction was made on October 20th.

Above quantities include both base and shoulder rock.

FORM 4 1M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon,
March 13, 1920.

In re: Post Road No. 16.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention S. H. Provert.

Dear Sir:

In reply to yours of the 11th instant, relating to corrugated iron pipe being used on the Burns-Lawen Section of the Central Oregon Highway, will advise that I had written you in this regard on March 11th. I trust that this will explain the situation.

I will take this opportunity to say that I fully realize the standard required by the Bureau of Public Roads, and will insist on all pipe in future work to fully comply with the specifications.

Very respectfully,

R H Baldock

Division Engineer.

RHB/V

Noted SHP

MAR 15 1920

FORM 5A 3M-11-19


[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. H. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER


336.0L

PR16

# OREGON STATE HIGHWAY COMMISSION
SALEM


RECEIVED
MAR 11 1920
STATE HIGHWAY [illegible]


33PA - Finish Work on Contract No. 175.

The Dalles, Ore., March 10, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Replying to your inquiry of the 26th relative to unsatisfactory finish on the paving job of The Dalles-Three Mile Post Road, I wish to report the following:

Referring to Mr. Purcell's letter of February 2nd, in which he speaks of the lack of proper flush coat and surface finish, we are arranging to have new flush coat and necessary stone chippings applied where needed within the course of the next month or six weeks. During this work we will have the shoulders rolled to proper slope and finish. This work will have my personal attention to see that a good job is done.

Concerning the finish slopes and shoulders, we are now organizing a force to carry out the work included under Maintenance Order No. 1 of Wasco County. This will be included among other items, the widening of certain portions of the fills, trimming of slopes and shoulders, cleaning of ditches, and building of some standard guard fence. This work will be under way in a few days, the order having been approved by both the State Highway Commission and by the Wasco County Court.

I find that the new material in the base course was irregular in thickness, due to variation in thickness of the old macadam base. As suggested in the letter of Mr. Purcell, a statement of quantities of broken stone and screenings used in the base is herewith submitted, together with sketches indicating conditions of the old base at various points.

Hoping this gives the desired information,

Respectfully yours,

Noted
SHP

C. C. Kelley,
Division Engineer.

HCI:kl

FORM 5A 2M-11-40

S. BENSON, PORTLAND, CHAIRMAN
H. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

MATERIAL USED ON THE DALLES-THREE MILE SECTION OF PAVING, JOB #33PA

| Sta. Del. | | | Date Del. | | Screenings | Gravel | Rock No. 1 & No. 2. |
|---|---|---|---|---|---|---|---|
| 98+00 | to | 105+60 | Aug. | 29 | | | 232 |
| 92+00 | to | 98+00 | " | 30 | | 67 | 180 |
| 86+00 | to | 92+00 | Sept. | 2 | | | 170 |
| 82+00 | to | 86+00 | " | 3 | | 30 | 112 |
| 76+00 | to | 82+00 | " | 4 | | | 172 |
| 71+00 | to | 76+00 | " | 5 | | | 137 |
| 71+00 | to | 105+60 | " | 6 | | 242 | |
| 69+20 | to | 71+00 | " | 8 | | | 50 |
| 65+00 | to | 71+00 | " | 9 | | 50 | |
| 62+00 | to | 69+20 | " | 9 | | | 200 |
| 58+45 | to | 62+00 | " | 10 | | | 105 |
| 56+60 | to | 58+45 | " | 11 | | | 39 |
| 54+00 | to | 56+60 | " | 12 | | | 77 |
| 48+00 | to | 54+00 | " | 13 | | | ~~88~~ 80 |
| 47+00 | to | 55+00 | " | 15 | | 88 | |
| 45+00 | to | 48+00 | " | 16 | | | 73 |
| 36+00 | to | 45+00 | " | 17 | | | 96 |
| 36+00 | to | 45+00 | " | 18 | | | 87 |
| 43+00 | to | 47+00 | " | 19 | | 31 | |
| 34+00 | to | 36+00 | " | 19 | | | 40 |
| 31+50 | to | 34+00 | " | 20 | | | 70 |
| 31+00 | to | 43+00 | " | 20 | | 125 | |
| 28+50 | to | 31+00 | " | 22 | | 25 | 60 |
| 25+25 | to | 28+50 | " | 23 | | | 99 |
| 22+30 | to | 25+25 | " | 24 | | | 90 |
| 22+00 | to | 28+50 | " | 24 | | 64 | |
| 21+00 | to | 22+30 | " | 25 | | | 59 |
| 19+90 | to | 21+00 | " | 26 | | | 60 |
| 16+00 | to | 19+90 | " | 27 | | | 90 |
| 13+55 | to | 16+00 | " | 29 | | | 76 |
| 10+43 | to | 13+55 | " | 30 | | | 57 |
| 11+00 | to | 22+00 | Oct. | 1 | | 60 | |
| 6+55 | to | 8+40 | " | 2 | | 17 | 46 |
| 2+40 | to | 6+55 | " | 3 | | 38 | |
| 9+20 | to | 10+43 | " | 3 | | | 60 |
| 0+00 | to | 3+10 | " | 4 | | | 69 |
| 3+10 | to | 5+20 | " | 6 | | | 93 |
| 25+00 | to | 28+00 | " | 7 | | 31 | |
| 7+00 | to | 9+20 | " | 7 | | | 45 |
| 0+00 | to | 2+40 | " | 8 | | 28 | |
| 100+00 | to | 105+60 | " | 8 | 25 | | |
| 75+00 | to | 100+00 | " | 9 | 119 | | |
| 6+55 | to | 11+00 | " | 10 | 30 | 35 | |
| 62+00 | to | 73+00 | " | 10 | 48 | | |
| 12+00 | to | 18+00 | " | 13 | | | 5 |
| 18+00 | to | 29+00 | " | 15 | ~~47~~ 60 | | |
| 29+00 | to | 49+00 | " | 17 | 110 | | |
| 49+00 | to | 62+00 | " | 18 | 76 | | |
| 0+00 | to | 12+00 | " | 20 | 52 # | | ~~175~~ 155 |
| | | | | | 931 | | |
| | | | | | ~~405~~ 406 | | |

2984
931
3915

Final 3915.5

Final Gravel 405.75

# On October 15th 52.75 cubic yards of rock was charged as gravel. Correction was made on October 20th.

Above quantities include both base and shoulder rock.

PR 16

February 26, 1920.

Mr. C. C. Kelley, Division Engineer,
The Dalles, Oregon.

Dear Sir:

We enclose herewith a letter received from the Bureau of Public Roads in regard to The Dalles-Three Mile paving not complying with the specifications.

We are also enclosing a copy of a letter written to Mr. Peck on February 21st requesting information to be used as a basis for our reply to their letter, and Mr. Peck's reply to our letter. As the information contained in Mr. Peck's letter does not cover the matter satisfactorily we would request that you make an investigation of the conditions involved and write to us in this regard. Kindly return the letters enclosed.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

by

Office Engineer.

SHP/h
encl.

FORM 8A 2M-11-45

S. BENSON, PORTLAND, CHAIRMAN
C. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

PR 16

33PA - Maintenance.

The Dalles, Ore., Feb. 17, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The three copies of maintenance orders covering work to be done on The Dalles-Three Mile Section of paving immediately east of The Dalles are enclosed herein.

Now that the rainy season is about over, we would like to prepare a force to do this work within the next two or three weeks. Will therefore be glad to have your approval as soon as possible.

Respectfully yours,

C. C. Kelley,
Division Engineer.

HCI:kl
Encls.

By H. C. Shingle

Noted
S.H.P.

RECEIVED
FEB 18 1920
STATE HIGHWAY ENGINEER

State .....

Project No.....
(Not to be filled in)

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

17

2R16

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) January 8, 1918.

THE SECRETARY OF AGRICULTURE.
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917

(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

..... in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by.....

1. Local name of road The Dalles-California Highway
2. Located between The Dalles and Three Mile Creek County of Wasco
3. Points of beginning and ending Begins east city limits of The Dalles. Ends at concrete bridge over Three Mile Creek.
4. Length in miles (gross) 2.0 miles (net) 2.0 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

star route.....;

5. Miles of project used as rural route 2 miles; miles over which there is a reasonable prospect that a mail route will be established.....; miles over which there is no reasonable prospect shown that a mail route will be established....., which is.....per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction

.....

.....

.....

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each The Dalles, population about 5000. None of project lies within the city limits.

8. Tolls collected on roads or bridges on this project, if any None.

9. Is project part of State's five-year program heretofore submitted? Yes.

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will serve local traffic for a considerable area south of The Dalles, comprising a large portion of the north central part of the state. Upon the improvement of other sections of The Dalles-California Highway this road will become important as a through highway. Is a part of the trunk road of the State Highway system.

11. Improved roads adjacent or contiguous and type of each Columbia River Highway graded east and west of The Dalles and gravel macadam west of The Dalles. Portions of road between end of project and Dufur graded and macadamized.
(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks none, (b) passenger motor vehicles 20, and (c) horse drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 70, and (c) horse drawn vehicles 25

14. Description and present condition of traveled way Alignment good, road crowned and gravelled. Gravel macadam rough. Additional drainage required in places.

.....

under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read

per cent.

16. Proposed type of construction Hard surface pavement

17. Location, nature, and extent of deposits of local materials suitable for use on this project. Gravel and sand available from Columbia River bars within a few miles of The Dalles.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon by sale of bonds.

(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State. $10,746.00 Chap. 175 Laws 1917
(Amount) (Source: refer to statute)

(b) County $4,000.00
(Amount) (Source: refer to statute)

## RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

| Quantity. | Unit | Item | | |
|---|---|---|---|---|
| 1,000 | Cu. yds. | Excavation, 20 % Rock | $1 00 | $1,000 00 |
| 16,000 | Sq. yds. | Surfacing of Asphalt | 1 40 | 26,320 00 |
| 2,000 | Cu. yds. | Broken Stone Base | 3 00 | 9,000 00 |
| | | Structures of 20' span or under | | |
| | | Structures over 20' span | | |
| | | Other items | | |
| 10 | Cu. Yds. | Class "A" Concrete | 30 00 | 300 00 |
| 250 | Feet | 12" pipe | 2 00 | 500 00 |
| 100 | Feet | 24" pipe | 4 00 | 400 00 |
| | | Ditching | | 200 00 |

Length, 2.0 miles

Cost, $ 20,746.00 per mile.

| | |
|---|---|
| Subtotal, | $37,720 00 |
| 10% Engineering and Contingencies, | 3,772 00 |
| Total | $41,492 00 |

This estimate approved by:

Hunter J. Jones

(Title) State Highway Engineer

$20,746.00

26. Amount of Federal aid desired.....

(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses.....

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project.....

Treasurer of the State of Oregon

29. Additional remarks .....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Department
(Official title of Highway Department)

By.....

Chairman
(Title of officer)

By.....

Commissioner
(Title of officer)

By.....

Commissioner
(Title of officer)

E. W. LAZELL, PH.D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
837 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

Dalles - 3 Mile Creek

October 22, 1919.

Mr.Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I report the mechanical analysis and elutriation test on a sample of muck sand submitted by Mr.C.H.Purcell, of the Bureau of Public Roads. Sample received from the Oregon State Highway Commission, Salem, marked "Columbia River Muck Sand taken from plant on Oregon Project No. 16."

Laboratory No.13329

| Thru | Over | Percent |
|---|---|---|
| 20 | 30 | .2 |
| 30 | 40 | .2 |
| 40 | 50 | .6 |
| 50 | 80 | 17.2 |
| 80 | 100 | 16.0 |
| 100 | 200 | 41.4 |
| 200 | | 24.4 |

Impalapable dust - 57.3% of the material passing #200 sieve.

Respectfully submitted,

E. W. LAZELL

By AA

FWL:A

Copy - Nunn 2
Bu. of Pub.Rds. 2
Bonnett 1
Peck 1

DUPLICATE

E. W. LAZELL, PH.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

C.H. #16

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

October 17, 1919.

Mr.Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On October 10th this office received from the Oregon State Highway Commission, Salem, a sample of sand marked "Sample of Columbia River Muck Sand taken from the plant on Oregon Project #16." Also, from the Highway Commission, came a letter from Mr.C.H.Purcell, addressed to the Oregon State Highway Commission, stating that the Bureau of Public Roads was sending the above sample to Salem for tests. Kindly advise this office to whom the bill should be sent - Bureau of Public Roads or Oregon State Highway Commission.

To be paid by State
S.H.C.

Very truly yours,

E. W. LAZELL

By F.R.

AA:A

October 20, 1919.

Mr. E. W. Lazell,
537 Railway Exchange Bldg.,
Portland, Oregon.

Dear Sir:

Replying to your letter of the 17th instant, relative to "Samples of Columbia River Muck Sand taken from the plant on Oregon Project No. 16", we beg to advise that the State assumes payment for this test.

Very truly yours.

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-HH

Form No. 64.

3 - #16 C

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek ..... *Laboratory No.* 13358

*County* Wasco ..... *Date* October 15, 1919

*Contractor* United Contracting Co. .....

*Sample from* Sta. 3 + 00 Load #16 October 11th .....

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 37.4 |
| ½" | ¼" | 12% | 20% | 16.0 |
| ¼" | No. 10 | 8% | 12% | 11.7 |
| No. 10 | No. 200 | 24% | 32% | 24.4 |
| No. 200 | | 4% | 7% | 4.5 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.0 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 63.0 |
| No. 80 | | 20% | 35% | 40.7 |
| No. 200 | | | | 15.5 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:*

DUPLICATE

CC - Herbert Nunn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* E W LAZELL
H G Bennett .....

Form No. 64.

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

HD 1761

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13302

*County* Wasco *Date* October 11, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 12+08 4' east of center. Laid 10/4 Cut 10/6

**SIEVE TESTS**

| Sieves Through | Sieves Over | Specified Limits Minimum | Specified Limits Maximum | This Sample |
|---|---|---|---|---|
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 39.6 |
| ½" | ¼" | 12% | 20% | 13.6 |
| ¼" | No. 10 | 8% | 12% | 11.4 |
| No. 10 | No. 200 | 24% | 32% | 24.4 |
| No. 200 | | 4% | 7% | 4.8 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.2 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 62.3 |
| No. 80 | | 20% | 35% | 42.8 |
| No. 200 | | | | 16.4 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | 2½" | 3.6 | 15.6 |

Specific Gravity - Pavement 2.40
Rock 2.81
Sand 2.77

*Remarks:*

DUPLICATE

CC - Herbert Nunn (2)
Office Public Roads (2)
M. O. Bennett
J.E.Peck

*Signed:* S W Lydell

Form No. 64.

B.R. #16

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No* 13289

*County* Wasco *Date* October 11, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 17 + 50 Lead #11 October 6th

SIEVE TESTS

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 50.4 |
| ½" | ¼" | 12% | 20% | 9.5 |
| ¼" | No. 10 | 8% | 12% | 8.0 |
| No. 10 | No. 200 | 24% | 32% | 21.9 |
| No. 200 | | 4% | 7% | 4.0 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.2 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 70.8 |
| No. 80 | | 20% | 35% | 43.0 |
| No. 200 | | | | 25.4 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Deficiency material between ½"-¼".
Deficiency material between #10 - 200.

DUPLICATE

CC - Herbert Nunn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* S. H. Lovell

1919.

Dear Sir:

I am in receipt of your statement of October 9 that macadam base on Oregon Project No. 16 was unsatisfactory, and have issued orders that the specifications be complied with immediately.

Respectfully,

State Highway Engineer.

HM:HI

B.R. #16

October 11, 1919.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

I am in receipt of your statement of October 9 that wooden base on Oregon Project No. 16 was unsatisfactory, and have issued orders that the specifications be complied with immediately.

Respectfully,

State Highway Engineer.

HM:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 16

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 9, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

A construction inspection was made of Oregon project No. 16 on October 6.

This work was to consist of a two inch bitulithic surface on a new macadam base. The surface mix was quite satisfactory but the macadam base was not properly compacted or filled. Engineer Peck said that about 10 cu. yds. of screenings were being used per station, but the condition of the base where surface was being laid, as shown in the photo, demonstrates clearly that the base was not in a condition to receive the surface. It was in fact, a little better than the loose stone base which this department has refused to approve.

More screenings were requested on the work shown and Mr. Peck was also requested to require properly rolled and filled macadam base on the remainder of the work.

Please take necessary steps to insure compliance with specifications.

Very truly yours,

C. H. Purcell

District Engineer.

Form No. 64.

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

## BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13233

*County* Wasco *Date* October 9, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 14 + 95 Load #16 October 4th

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 30.2 |
| ½" | ¼" | 12% | 20% | 12.3 |
| ¼" | No. 10 | 8% | 12% | 10.1 |
| No. 10 | No. 200 | 24% | 32% | 34.6 |
| No. 200 | | 4% | 7% | 6.8 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.0 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 68.1 |
| No. 80 | | 20% | 35% | 44.9 |
| No. 200 | | | | 16.4 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Deficiency coarse rock.
Excess material between ¼"- #10.
Excess material between #10 - 200.

*Signed:* C. H. Tagell

CC - Herbert Nunn (2)
Office of Public Roads (2)
M. O. Bennett
J. E. Peck

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

September 26, 1919.

MEMORANDUM FOR DISTRICT ENGINEER AT Portland, Oregon.

On September 25 the Secretary executed the project agreement and certificate to cover Oregon project No. 16. . Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy of each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures:

lobjmd

OREGON PROJ. NO. 16

Form P. R. I. 2
State Oregon
Project No. 16

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

OREGON PROJ. NO. 16

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25 Th day of August, 1919, by and between the State Highway Department of the State of Oregon, ~~constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 8th day of January 1919, a project statement, which was approved by the Secretary on the 1st day of February, 19 19, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 25th day of September, 1919; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty- five thousand, four hundred and three and 78/100

dollars ($ 25,403.78 ) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimates as approved by the Secretary.

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. Section 6 of the Act of Congress of February 28, 1919 (Public No. 299 - 65th Congress).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of twenty-five thousand, four hundred and three and 78/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of Fifty thousand, eight hundred and seven and 57/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the~~

OREGON PROJ. NO. 16



~~Secretary of the Treasury a warrant for the payment of the said certified sum, or so much~~ thereof as may be due under the terms hereof, to.

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to.....

the State Treasurer, Salem, Oregon,
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of
(State or county.)
..... of such sums as shall not together with previous payments
(Name)
exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of ~~$10,000~~ $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

OREGON PROJ. NO. 16

~~such maintenance is placed by the laws of said State, under the supervision of the Highway~~ Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making

.....
appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the

25th day of September, 1919.

State Highway Department of the State of Oregon
(Official title of Highway Department.)

By D. Burton
Chairman, State Highway Commission.
(Title of officer.)

By W. Thompson
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By R. A. Kay
Member, State Highway Commission.
(Title of officer.)

By R. H. Baldock
State Highway Engineer.
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

D. F. Houston.
*Secretary of Agriculture.*

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE,

OFFICE OF THE SECRETARY.

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES.

*(Under "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from east city limits of The Dalles to a point east about 600 feet beyond Three Mile Creek locally known as The Dalles-California Highway. Wasco County and designated in the records of this Department as Project No. 16, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 50,807.57 as the total estimated cost of said project, and the sum of $ 25,403.78 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 25th day of September one thousand nine hundred and nineteen, as witness my hand and the seal of the Department of Agriculture.

D. F. Houston
R.W.W.
*Secretary of Agriculture.*

Form No. 64.

P.R.#16

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13122

*County* Wasco *Date* October 1, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 56 + 0 Load #19 September 26th.

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 35% | 50% | 42.4 |
| ½" | ¼" | 12% | 20% | 11.8 |
| ¼" | No. 10 | 8% | 13% | 10.5 |
| No. 10 | No. 200 | 24% | 32% | 24.5 |
| No. 200 | | 4% | 7% | 5.2 |
| Asphaltic Cement . . . | | 6% | 9.5% | 5.6 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 68.3 |
| No. 80 | | 20% | 35% | 45.5 |
| No. 200 | | | | 17.5 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Deficiency asphalt.

DUPLICATE

CC - Herbert Nunn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* S. W. Lydell

Form No. 64.

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13119

*County* Wasco *Date* October 1, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 49 + 85 Load #16 September 25th

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 57.2 |
| ½" | ¼" | 13% | 20% | 8.2 |
| ¼" | No. 10 | 8% | 12% | 6.2 |
| No. 10 | No. 200 | 24% | 32% | 20.1 |
| No. 200 | | 4% | 7% | 3.8 |
| Asphaltic Cement . . . | | 6% | 9.5% | 4.5 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 67.8 |
| No. 80 | | 20% | 35% | 45.0 |
| No. 200 | | | | 15.9 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Excess coarse rock.
Deficiency material between ½" - 10.
Slight deficiency material finer than 200 mesh.
Deficiency asphalt.

DUPLICATE

CC - Herbert Nunn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* S W Lydell

Form No. 64.

P.R.#16

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13064

*County* Wasco *Date* September 29,1919

*Contractor* United Contracting Co.

*Sample from* Stn. 60 & 85 - Load #22 September 22d.

SIEVE TESTS

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 35% | 50% | 30.6 ← |
| ½" | ¼" | 12% | 20% | 13.0 |
| ¼" | No. 10 | 8% | 12% | 14.5 |
| No. 10 | No. 200 | 24% | 32% | 36.6 |
| No. 200 | | 4% | 7% | 5.3 |
| Asphaltic Cement . . . | | 6% | 9.5% | 5.9 ← |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 67.7 |
| No. 80 | | 20% | 35% | 41.6 |
| No. 200 | | | | 12.6 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Deficiency coarse rock.
Deficiency asphalt.

CC - Herbert Munn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* E. W. LAZELL

By a a

DUPLICATE

Form No. 64.

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

HD 1757

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 12965

*County* Wasco *Date* September 29, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 71 + 29.3. East of center 4'. Laid 9/12 Cut 9/15

**SIEVE TESTS**

| Sieves Through | Sieves Over | Specified Limits Minimum | Specified Limits Maximum | This Sample |
|---|---|---|---|---|
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 55.0 |
| ½" | ¼" | 12% | 20% | 3.5 |
| ¼" | No. 10 | 8% | 12% | 12.2 |
| No. 10 | No. 200 | 24% | 32% | 24.5 |
| No. 200 | | 4% | 7% | 4.8 |
| Asphaltic Cement . . . | | 6% | 9.5% | 4.9 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 63.5 |
| No. 80 | | 20% | 35% | 42.6 |
| No. 200 | | | | 16.3 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | 2½" | 7.0 | 18.5 |

*Remarks:* Excess coarse rock.
Deficiency material between ½" - ¼".
Deficiency asphalt.
Lacks compression.

CC - Herbert Nunn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* E. W. LAZELL
By Q Q

DUPLICATE

Form No. 64.

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek — HD 1760

*County* Wasco — *Laboratory No.* 13076

*Contractor* United Contracting Co. — *Date* October 1, 1919

*Sample from* Sta. 97+43, 3' East of center. Laid 9/19 Cut 9/20

**SIEVE TESTS**

| Sieves Through | Sieves Over | Specified Limits Minimum | Specified Limits Maximum | This Sample |
|---|---|---|---|---|
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 37.1 |
| ½" | ¼" | 12% | 20% | 13.5 |
| ¼" | No. 10 | 8% | 13% | 12.8 |
| No. 10 | No. 200 | 24% | 32% | 25.6 |
| No. 200 | | 4% | 7% | 4.2 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.3 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 68.1 |
| No. 80 | | 20% | 35% | 45.2 |
| No. 200 | | | | 16.0 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | 2½" | 0.9 | 15.8 |

*Remarks:*

Specific Gravity Pavement 2.43
Rock 2.85
Sand 2.60

cc - Herbert Munn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

DUPLICATE

*Signed:* S. M. Lovell

Form No. 64.

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13156

*County* Wasco *Date* October 3, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 36 + 90 Load #19 September 29th

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 41.2 |
| ½" | ¼" | 12% | 20% | 14.0 |
| ¼" | No. 10 | 8% | 12% | 9.1 |
| No. 10 | No. 200 | 24% | 32% | 24.3 |
| No. 200 | | 4% | 7% | 4.4 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.8 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 69.2 |
| No. 80 | | 20% | 35% | 41.6 |
| No. 200 | | | | 15.2 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |
| | | | |

*Remarks:*

CC - Herbert Munn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* S. M. Zell

DUPLICATE

Form No. 64.

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 13027

*County* Wasco *Date* September 24, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 98 + 65 - Lead #12 September 19th

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 26.0 |
| ½" | ¼" | 12% | 20% | 14.7 |
| ¼" | No. 10 | 8% | 12% | 18.3 |
| No. 10 | No. 200 | 24% | 32% | 34.2 |
| No. 200 | | 4% | 7% | 6.8 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.8 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 69.7 |
| No. 80 | | 20% | 35% | 44.8 |
| No. 200 | | | | 16.6 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Deficiency coarse rock.
Excess material between ¼" - #10.
Excess material between #10 - #200.

CC - Herbert Munn (2)
Office Public Roads (2)
M. O. Bennett
J. E. Peck

*Signed:* E. W. LAZELL
By A. B. Bennett

DUPLICATE

Form No. 64.

# OREGON STATE HIGHWAY DEPARTMENT
# LABORATORY REPORT—MECHANICAL ANALYSIS
## BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 12975

*County* Wasco *Date* September 24, 1919

*Contractor* United Contracting Co.

*Sample from* Sta. 90 + 00 - Lead #13 September 17th.

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 2.9 |
| 1½" | ½" | 36% | 50% | 36.2 |
| ½" | ¼" | 12% | 20% | 13.4 |
| ¼" | No. 10 | 8% | 12% | 13.7 |
| No. 10 | No. 200 | 24% | 32% | 32.8 |
| No. 200 | | 4% | 7% | 1.0 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.1 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 65.2 |
| No. 80 | | 20% | 35% | 28.6 |
| No. 200 | | | | 2.9 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:* Excess material over 1½".
Deficiency material finer than 200 mesh.

CC - Herbert Nunn (2)
Office of Public Roads (2)
M.O.Bennett
J.E.Peck

*Signed:* E. W. LAZELL
By H S Bennett

DUPLICATE

Form No. 64.

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

BITULITHIC PAVEMENT

*Job* The Dalles - 3 Mile Creek *Laboratory No.* 12900

*County* Wasco *Date* September 18, 1919.

*Contractor* United Contracting Co.

*Sample from* Sta. 71 + 20, Load #8, 9/12.

SIEVE TESTS

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | |
| 1½" | ½" | 36% | 50% | 48.6 |
| ½" | ¼" | 12% | 20% | 12.3 |
| ¼" | No. 10 | 8% | 13% | 11.4 |
| No. 10 | No. 200 | 24% | 32% | 23.3 |
| No. 200 | | 4% | 7% | 4.4 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.5 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 72.5 |
| No. 80 | | 20% | 35% | 48.7 |
| No. 200 | | | | 15.8 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:*

EWL:A
Copy - Nunn 2
Bu.of Pub.Iads. 2
Bennett 1
Peck 1

*Signed:* S W Lydell

DUPLICATE

Form No. 64.

P.R.F.

OREGON STATE HIGHWAY DEPARTMENT

# LABORATORY REPORT—MECHANICAL ANALYSIS

BITULITHIC PAVEMENT

*Job* The Dalles-3 Mile Creek ..... *Laboratory No.* 12940

*County* Wasco ..... *Date* September 20,1919

*Contractor* United Contracting Co.

*Sample from* Sta. 81 + 35 September 15th.

**SIEVE TESTS**

| Sieves | | Specified Limits | | This Sample |
|---|---|---|---|---|
| Through | Over | Minimum | Maximum | |
| 1½" | | 100% | | 100.0 |
| 1½" | ½" | 36% | 50% | 36.4 |
| ½" | ¼" | 12% | 20% | 14.2 |
| ¼" | No. 10 | 8% | 12% | 14.4 |
| No. 10 | No. 200 | 24% | 32% | 29.8 |
| No. 200 | | 4% | 7% | 4.2 |
| Asphaltic Cement . . . | | 6% | 9.5% | 6.6 |
| **Aggregate Passing No. 10 Sieve** | | | | |
| No. 10 | | 100% | | 100.0 |
| No. 40 | | 50% | 70% | 68.8 |
| No. 80 | | 20% | 35% | 41.7 |
| No. 200 | | | | 12.3 |

| Course | Thickness | Air Voids | Voids Mineral Agg. |
|---|---|---|---|
| Base | | | |
| Top | | | |

*Remarks:*

CC - Herbert Munn (2)
~~Office of Public Roads (2)~~
M. O. Bennett
J. E. Peck

*Signed:* S. H. Lovell

DUPLICATE

September 15, 1919.

United Contracting Company,
Northwestern Bank Building,
Portland, Oregon.

Gentlemen:

I am returning to you herewith an executed copy of the contract covering construction of The Dalles-Three Mile Creek Section of The Dalles-California Highway.

Yours truly,

Secretary.

RAK:EM

Copy for State Highway Department

P.R. #16

J-1

September 4, 1919.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

As per your letter of August 26, we have today recommended the approval of revision on Oregon Federal Aid Project No. 16.

The total estimated cost of the project inclusive of engineering and contingencies, as revised, is $50,807.57, and Federal aid has been recommended in the amount of $25,403.78.

Two copies of the estimate on which will be based the project agreement are attached hereto and are to supersede those transmitted with our letter of August 18.

Very truly yours,

Noted & Approved

Chief Engineer.

Enclosures:
2 copies estimate.

lgb-mlw

F. 5 S.B. #16 5

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

August 21, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

Oregon F.A #16

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith is copy of Revised Detail Estimate upon which Project Agreement is to be based for Oregon Federal Aid project No. 16, for your files.

The estimate has been prepared using the unit bid prices as shown on the sheet of"Itemized Bids Received" . The amount of Federal Aid requested is obtained by taking 50% of the total estimated cost less the $4,000.00 to be paid by the county.

It will be necessary to use this estimate as the items shown on the approved estimate refer to Type "D" pavement and do not correspond with the items for Type "E" which you have selected.

We ask you, therefore, before the Project Agreement is executed by members of the State Highway Commission, to change the amount of funds on pages 3 and 5 to agree with the estimate enclosed. When the executed Project Agreement has been returned to this office we will forward it, together with the revised estimate to our Washington Office, recommending approval.

Yours very truly,

O. K. [illegible]

Acting District Engineer.

COPY OF DETAIL ESTIMATE UPON WHICH
PROJECT AGREEMENT IS TO BE BASED
FOR

OREGON PROJECT NO. 16
Revised Aug.21,1919

Note: This estimate prepared from tabulated unit bid prices submitted by State Highway Department.

| Approximate Quantities | | Type E | Unit Price | Amount |
|---|---|---|---|---|
| 3,440 | Cu.Yds. | Excavation - common | $ .70 | $ 2,408.00 |
| 250 | " " | " solid rock | 2.00 | 500.00 |
| 1,000 | Sta.Yds. | Overhaul | .05 | 50.00 |
| 162 | Lin.ft. | 12" plain conc.Culvert pipe | 1.50 | 243.00 |
| 68 | " " | 18" reinf. " " " | 2.45 | 166.60 |
| 7 | Cu.Yds. | Class "C" concrete | 28.00 | 196.00 |
| 3,580 | " " | Broken Stone, Loose Meas. for Base "E" | 2.91 | 10,417.80 |
| 250 | " " | Clay or other earth filler # | 1.00 | 250.00 |
| 18,790 | Sq.Yds. | Pavement | 1.43 | 27,809.20 |
| 21,120 | Lin.Ft. | Broken Stone or gravel shoulders | .06 | 1,267.20 |
| 1,455 | Cu.Yds. | B.D.B.gravel, loose measure for shoulders E | 1.36 | 1,980.80 |
| | | Subtotal | | 46,188.70 |
| | | 10% for Engineering and contingencies | | 4,618.87 |
| | | Total | | 50,807.57 |

Length 8.0 miles
Cost per mile $25,403.78

Amount of Federal Aid requested ~~$25,403.78~~
Amount of Federal Aid recommended

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

August 26, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

481-Ore.F.A.#16

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We hereby acknowledge receipt of Project Agreement for Oregon Federal Aid No. 16, executed by members of the State Highway Commission.

We note that you have changed the U. S. share in the Project Agreement to $25,403.78, which is 50% of the total estimated cost.

The Detail Estimate which we sent you under date of August 21 showed Federal Aid requested in the amount of $23,403.78, to conform to what appeared to be your original intention regarding distribution of funds.

We have, however, changed the amount of Federal Aid requested in the Detail Estimate to $25,403.78, to conform to Project Agreement as revised by your office.

Yours very truly,

C. H. Purcell

Acting District Engineer.

Noted
Sept

August 23, 1919.

Mr. O. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

I am returning to you herewith executed copy of the agreement between the State Highway Commission and the Secretary of Agriculture for the construction of The Dalles-Three Mile Section of The Dalles-California Highway.

After these have been approved by the Secretary of Agriculture would thank you to return one copy of the same for our files.

Yours truly,

Secretary.

BAE:LH
1 Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

May 21, 1919. PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....
481 - Oregon 16

State Highway Department,

Salem, Oregon.

Gentlemen:

Herewith are triplicate copies of project agreement covering Oregon Project No. 16, for execution by you. Article I on page 4, and Article VI on page 7, relative respectively to the sources from which State funds for construction and maintenance will be made available are left blank to be filled in by you.

The Secretary has signified his willingness to sign this project agreement on condition that when the copies are returned for his signature they be accompanied by a satisfactory showing that the additional funds necessary to meet the State's share of the cost will be provided by the State or the county.

Kindly return the executed papers to this Office, and they will be forwarded to Washington for signature by the Secretary.

Very truly yours,

C. H. Purcell

Acting District Engineer.

Enclosures:
P. A.

P-3

May 14, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of project agreement to cover Oregon Project No. 16 for execution by the State Highway Department. Article 1 on page 4 and Article 6 on page 6, relating, respectively, to the sources from which state funds for construction and maintenance will be made available, are left blank to be filled in by the Highway Department.

The Acting Secretary has signified his willingness to sign this project agreement on condition that when the copies are returned for his signature they be accompanied by a satisfactory showing that the additional funds necessary to meet the State's share of the cost will be provided by the State or the county.

You should have these executed by the Highway Department and returned at the earliest possible date, in order that they may be submitted to the Secretary for his signature.

Very truly yours,

Enclosures. Acting Director.

lab-gmj

P.R#16

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

May 31, 1919. PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.
481 - Oregon - 16

State Highway Commission,

Salem, Oregon.

Gentlemen:

We have your letter of May 23, 1919, with reference to a revision of quantities on Oregon Post Road Project No. 16, should it be found desirable to contract for a different type of pavement when bids are opened.

The project agreement, as prepared, is based on the detail estimate accompanying same and refers to Type D pavement.

If it is found desirable to substitute a different type when bids are received on this work, a full explanation should be submitted to this office and the approval of the Secretary obtained.

Very truly yours,

C.H. Purcell

Acting District Engineer.

Noted
C.H.P.

Pf #16

July 18, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of revised estimate as basis for Project Agreement on The Dalles-Three Mile Creek Section, Oregon Post Road Project # 16, in compliance with your letter of July 11th.

Please consider this letter as formal request for increase of the amount of Federal Aid desired.

It is the intention of this Department to receive bids on Types "A", "D", "E", and "G", and to contract the work on the basis of the lowest bid received. Federal Aid is requested to the extent of 50% of the contract price of any of the above types which may be contracted plus ten percent for engineering and contingencies, with a maximum amount of $ 28,430.02, on any type.

We are not returning the project agreement forms submitted by you for signature on May 21st as these will necessarily have to be redrawn. Trusting that this arrangement meets with your approval, we are

Very truly yours,

THOMAS ROHN,
State Highway Engr.,

By

Office Engineer.

SHP-MH

65

PR 16

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.Project No. 16.

June 11, 1919.

State Highway Commission,

Salem, Oregon.

Gentlemen:

Supplementing our letter of May 31, answering yours of May 23, in which you ask whether the agreement estimate which was transmitted to you under date of May 20 would be revised "in case it is found desirable when bids are received for this work, to contract for some other type of pavement." You are advised that project agreement estimate above referred to was selected from the four estimates submitted by you because the amount of Federal aid requested on your estimate sheet was for type D only.

If you now wish to request formally that the project agreement be modified to permit Federal aid to be paid on any one of the three remaining types, A, E, and G, should it be found desirable to select one of these types, you will observe that it will be necessary to increase the amount of the project agreement to cover the most expensive type involved, instead of providing for an amount of Federal aid which you originally requested. It is thought that necessary action to accomplish this adjustment can be taken by wire upon receipt of your formal request.

To facilitate any action that you contemplate, signing of the agreements submitted to you under date of May 21 should be deferred

pending your decision.

Very truly yours,

C. H. Pierce

Acting District Engineer.

See our letter of July 18th

COPY

May 20, 1919. Portland, Oregon.

481 - Ore. 16 (Dalles-Three Mile)

State Highway Department,
Salem, Oregon.

Gentlemen:

On May 9, 1919, the Chief Engineer recommended to the Director the approval of the plans, specifications and estimate for Oregon Federal Aid project No. 16. We are enclosing herewith a copy of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

(sgd) C. H. PURCELL

Acting District Engineer.

Enclosure:
Estimate

IN THE COUNTY COURT OF THE STATE OF OREGON,
FOR WASCO COUNTY.

- - - - RESOLUTION - - - -.

WHEREAS, That at the General Election held in November, 1916, the people of Wasco County, Oregon, by their vote cast at said election, authorized the County Court of Wasco County Orego, to issue the bonds of said County in the sum of Two Hundred and Sixty Thousand Dollars, to the purpose of constructing and repairing certain designated roads and highways in said County, and,

WHEREAS, The said County Court of said County, did thereafter and on the 24 day of April, 1917, in persuance to the vote of the people of said County at said election, issue and sell the negotiable ones of said Wasco County, in the sum of Two Hundred and Sixty Thousand Dollars, and,

WHEREAS, It was designated on the ballot at said election that certain amounts should be expended on certain designated roads, and,

WHEREAS, The County Court of Wasco County, State of Oregon, being authorized to appropriate from the County Road Bond Fund, funds raised by the results of said election and the sale of said bonds, the sum of Four Thousand ($ 4000.00) Dollars to be expended in the construction of a post road known as "The Dalles to Three Mile Creek Section ".

NOW THEREFORE, It is Hereby Considered, Ordered and Adjudged that the sum of Four Thousand ($4000.00) be and the same is hereby set aside and reserved from the County Road Bon Fund of said County, with which to construct a post road known as The Dalles to Three Mile Creek Section in said County in co-operation with the State of Oregon and the Federal Covernment, and the Treasurer of said Wasco County is hereby authorized and directed to make the necessary reservation of said $ 4000.00 from the said County Road Bond Fund for the purpose of the construction of said above mentioned post road.

Dated this 3rd day of October, 1917.

Dated this [illegible] day of [illegible], 1917.

F. D. Gunning
County Judge

F. E. Adamson
County Commissioner.

R. D. Butler
County Commissioner.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of OREGON pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by

1. Local name of road The Dalles-~~Dufur~~ California road.
2. Located between The Dalles and Three Mile Creek County of Wasco.
3. Points of beginning and ending Begins east city limits of The Dalles.
Ends at concrete bridge over Three Mile Creek.
4. Length in miles (gross) 2.0 miles (net) 2.0 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

State .....

Project No.....
(Not to be filled in)

16

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) September 13, 1918.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of OREGON pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

.....
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
....., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by.....

.....

1. Local name of road The Dalles-~~Pufur~~ Celilo road.
2. Located between The Dalles and Three Mile Creek County of Wasco.
3. Points of beginning and ending Begins east city limits of The Dalles.
Ends at concrete bridge over Three Mile Creek.
4. Length in miles (gross) 2.0 miles (net) 2.0 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route.....;

5. Miles of project used as rural route 2 miles; miles over which there is a reasonable prospect that a mail route will be established.....; miles over which there is no reasonable prospect shown that a mail route will be established....., which is.....per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction

.....

.....

.....

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each The Dalles, population about 5000. None of project lies within the city limits.

8. Tolls collected on roads or bridges on this project, if any None.

.....

9. Is project part of State's five-year program heretofore submitted? Yes.

.....

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will serve local traffic for a considerable area south of The Dalles, comprising a large portion of the north central part of the state. Upon the improvement of other sections of The Dalles-California Highway this road will become important as a through highway. Is a part of the trunk road of the State Highway system.

11. Improved roads adjacent or contiguous and type of each Columbia River Highway graded east and west of The Dalles and gravel macadam west of The Dalles. Portions of road between end of project and Dufur graded and macadamized.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks none, (b) passenger motor vehicles 20, and (c) horse drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 70, and (c) horse drawn vehicles 25

14. Description and present condition of traveled way Alignment good, road crowned and gravelled. Gravel macadam rough. Additional drainage required in places.

.....

15. Proposed width of surfacing 16 ft.; feet between ditches 24 ft; approximate maximum gradient 5% per cent.

16. Proposed type of construction ~~Asphaltic pavement~~ Hard Surface pavement

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel and sand ~~for concrete~~ available from Columbia River bars within a few miles of The Dalles.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet none
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon by Sale of bonds
(State or (and) County) $18,746.00

20. Amount of funds which are/will be available for construction: (a) State ~~$14,930.00~~ Chap 175 Laws 1917
(Amount) (Source; refer to statute)

(b) County $4,000.00
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by Usual resolution
(State or (and) County)
from the following sources:
(Refer to statute)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4) Resolution of County Court setting aside funds for construction

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project
State's standard form of Contract and Contractor's Bond as approved by ~~Office~~ of Public Roads, to be used.
U.S. Bureau

25. Reconnaissance estimate of cost of project:

Made by M. O. Bennett Date September 13, 1918

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 1,000 | Cu. yds. | Excavation, 20 % Rock | $1 00 | $1000 00 |
| ~~18,800~~ | Sq. yds. | Surfacing of Asphalt | ~~1 40~~ 1 40 | ~~26,320.~~ 28200 00 |
| 3,000. | Cu. yds | Extra Excavation | 3 00 | 9,000, 00 |
| | | Structures of 20′ span or under | | |
| | | Structures over 20′ span | | |
| | | Other items | | |
| 10 | cu. yds. | Class A. concrete | $30 00 | 300 00 |
| 250 | ft. | 12 in. pipe | 2 00 | 500 00 |
| 100 | ft. | 24 in. pipe | 4 00 | 400 00 |
| | | Litching | | 200 00 |

Length, 2.0 miles

Cost, $ ~~16,830~~ per mile.

~~$20,746~~

| | | |
|---|---|---|
| Subtotal, | ~~37,720~~ ~~30,500~~ | 00 ~~00~~ |
| 10% Engineering and Contingencies, | ~~3,772~~ ~~3,050~~ | 00 ~~00~~ |
| Total | ~~41,492~~ ~~33,550~~ 41,492 ✓ | ~~00~~ 00 |

This estimate approved by:

Herbert Lewis

(Title) State Highway Engineer.

26. Amount of Federal aid desired ~~$14830.00~~ $18,746

(State in lump sum or percentage, but not both)

P.R. #16

# UNITED STATES DEPARTMENT OF AGRICULTURE

**BUREAU OF PUBLIC ROADS**

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

April 25, 1919.

State Highway Commission,

Salem, Oregon.

Gentlemen:

Receipt is acknowledged of the plans, in triplicate, of Federal Aid project No. 16, The Dalles-Three Mile Creek Section of the Dalles-California Highway. Three copies of Detail Estimate and three copies of Special provisions accompanied the plans. As our Washington Office requires the estimate in quadruplicate, will ask you to kindly send us two additional copies of the estimate.

Very truly yours,

C. H. Purcell

Acting District Engineer.

RECEIVED
APR 26 1919

ANSWERED
S. H. Pickett

16P

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. P-3

February 3, 1919.
12.30 p.m.

RECEIVED
FEB 10 1919
STATE HIGHWAY
ENGINEER
Salem - - Oregon

NOTED
H.N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Secretary of Agriculture on February 1 approved Oregon Federal aid project No. 16, involving the improvement of 2 miles of the Dallas-California Highway in Wasco County.

Very respectfully,

D. J. Wilson
Acting Director.

Noted SHP

January 10, 1919.

Dr. L. I. Hewes,
Office of Public Roads and
Rural Engineering,
Broadway-Yamhill Building,
Portland, Oregon.

Dear Sir:

I am submitting to you herewith a project statement covering a portion of The Dalles - California Highway beginning at the city limits of The Dalles and extending South to Three Mile Creek, a distance of two miles. I trust you will find this project in order and that you will be able to give this matter you early attention.

It is desired to advertise this job at the same time we advertise the other paving jobs on the Columbia River Highway, which we anticipate will come up in the very near future. By advertising at the same time, there is no doubt that we will get better bids since this is a very short project.

You will note that the County is cooperating on this job to the extent of $6,000.00 and the balance of the cost is to be divided between the Federal Government and the State of Oregon.

Respectfully,

STATE HIGHWAY COMMISSION

Per

Secretary

RAK-MR

Enclosure

January 11, 1919.

Mr. L. I. Howes, District Engineer,
Bureau of Public Roads,
Broadway-Yamhill Building,
Portland, Oregon.

Dear Sir:

I am enclosing herewith resolution of the County Court of Wasco County, setting aside $4,000 for cooperative work on the Dalles-Dufur section of the Dalles-California Highway, project statement of which we mailed you yesterday but neglected to attach this resolution.

Respectfully,

STATE HIGHWAY COMMISSION,

By

Secretary.

BAK/HI

January 9, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are preparing the project statement for The Dalles to Three Mile Creek section of the Dalles-California Highway for submission to the United States Bureau of Public Roads for their approval. It was considered that the estimate was a little low, since no broken stone was included for shoulders or for such base as might be required, and we have accordingly raised the estimate to a total of $37,720 plus 10% for engineering and contingencies, a total of $41,492, co-operation divided as follows:

| | |
|---|---|
| Federal Government | $18,746 |
| State of Oregon | 18,746 |
| County | 4,000 |

We note that the resolution of the county court, setting aside funds for this construction, is not included in the statement you sent us. Will you request the county court to furnish this, sending it direct to Salem to save some time. I suppose that it is probable that this may be county bond money. In the event that it is, the resolution should so state.

I will send you a copy of the project statement as revised.

Respectfully,

State Highway Engineer.

BAK/HI

January 11, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Dear Sir:

I note in your letter of January 10, received today, suggestion that the Dalles-Three Mile section will be advertised at the February meeting.

Inasmuch as this project statement has just been submitted to the Federal Government and also since you have not even submitted the plans for this project, it is difficult to see how we would expect the Federal Government to pass on this and give us approval in time for the February meeting.

There is no doubt that all the paving in The Dalles should be let at the same time, but if the project west of The Dalles is cancelled for the present and since this job can not come up for at least two months, it will only leave the Dalles to Smeferts section to be advertised, and at this date we have not even the plans to cover the same.

Please advise Mr. Thompson's wishes in this connection.

Respectfully,

State Highway Engineer.

BAK/HI

FORM 4A 11-4-18-1M

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

NANCHE O. BENNETT
DIVISION ENGINEER

RECEIVED
JAN 11 1919
STATE HIGHWAY ENGINEER
Salem · · Oregon

# OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

January 10, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I have received yours of the 9th, say you had raised estimate on The Dalles- Three Mile post road section. The point is well taken and the estimate will probably serve for financial agreement. However had planned to make a more detail estimate for grading, etc., for the construction plans.

I am enclosing herewith, resolution passed by Wasco County Court setting aside $4000.00 for cooperation in this improvement. The resolution states that bond money is to be used. Through an oversight this resolution was retained with the Dufer-Kingsley post road data.

This will also acknowledge receipt of yours of the 9th referring to highway location west of The Dalles. Accordingly have taken the matter up with Mr. Thompson and he agrees that we should postpone all action on this section pending choice of definite route. He also instructs that we should prepare to open bids on the section between The Dalles and Seuferts and The Dalles-Three Mile section at the February meeting. His idea is to let these two at the same time omitting The Dalles to Chenowick bridge. It accurs to me that time may be rather short for passing the Dalles-Three Mile section through the federal office but if it can be done kindly advise and will arrange definite information for advertising.

Very respectfully,

N. O. Bennett

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

State .....

Project No.....
(Not to be filled in)

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) January 8, 1919.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

....., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by.....

.....

1. Local name of road The Dalles-California Highway
2. Located between The Dalles and Three Mile Creek County of Wasco
3. Points of beginning and ending Begins east city limits of The Dalles. Ends at concrete bridge over Three Mile Creek.
4. Length in miles (gross) 2.0 miles (net) 2.0 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

Project No. ..... (Not to be filled in)

State .....

U. S. Dept. of Agr.
O. P. R. and R. E.

star route.....;

5. Miles of project used as rural route 2 miles; miles over which there is a reasonable prospect that a mail route will be established.....; miles over which there is no reasonable prospect shown that a mail route will be established....., which is.....per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction

.....

.....

.....

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each The Dalles, population about 5000. None of project lies within the city limits.

8. Tolls collected on roads or bridges on this project, if any None.

.....

9. Is project part of State's five-year program heretofore submitted? Yes.

.....

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Will serve local traffic for a considerable area south of The Dalles, comprising a large portion of the north central part of the state. Upon the improvement of other sections of The Dalles-California Highway this road will become important as a through highway. Is a part of the trunk road of the State highway system.

11. Improved roads adjacent or contiguous and type of each Columbia River Highway graded east and west of The Dalles and gravel macadam west of The Dalles. Portions of road
(Give distinguishing marks to identify on sketch map)
between end of project and Dufur graded and macadamized.

12. Through traffic, approximate average daily number of (a) trucks none, (b) passenger motor vehicles 20, and (c) horse drawn vehicles 5.

13. Local traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 70, and (c) horse drawn vehicles 25.

14. Description and present condition of traveled way Alignment good, road crowned and gravelled. Gravel macadam rough. Additional drainage required in places.

.....

15. Proposed width of surfacing 18 ft.; feet between ditches 24; approximate maximum gradient 6 per cent.

16. Proposed type of construction Hard surface pavement.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel and sand available from Columbia River bars within a few miles of The Dalles.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon by sale of bonds.
(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State $18,716.00 Chap. 175 Laws 1917
(Amount) (Source: refer to statute)

(b) County $4,000.20
(Amount) (Source: refer to statute)

21. Funds for maintenance to be provided by
(State or (and) County)

## RESOLUTION.

**In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.**

**IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,**

**BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to futther road improvement in the State of Oregon.**

I, G. F[illegible] [illegible]

I, Roy A. Klein, [illegible] Highway Commission, hereby certify that the above [illegible] Commission at its regular meeting [illegible], 1917, [illegible] present and voting, and at [illegible], 1917, [illegible] majority being present and voting, [illegible] as above.

Roy A. Klein

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 1,000 | Cu. yds. | Excavation, 20 % Rock | $1 00 | $1,000 00 |
| 18,800 | Sq. yds. | Surfacing of Asphalt | 1 40 | 26,320 00 |
| 3,000 | Cu. yds. | Broken Stone Base | 3 00 | 9,000 00 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | Structures of 20′ span or under | | |
| | | Structures over 20′ span | | |
| | | Other items | | |
| 10 | Cu. Yds. | Class "A" Concrete | 30 00 | 300 00 |
| 250 | Feet | 12" pipe | 2 00 | 500 00 |
| 100 | Feet | 24" pipe | 4 00 | 400 00 |
| | | Ditching | | 200 00 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Length, 2.0 miles
Cost, $ 20,746.00 per mile.

, Subtotal, $37,720 00

10% Engineering and Contingencies, 3,772 00

Total $41,492 00

This estimate approved by:

Herbert Law

(Title) State Highway Engineer

26. Amount of Federal aid desired $18,746.00
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses. As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project.

State Treasurer of the State of Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department)

By S. Benson

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

The Dalles, Oregon, August 23 1918.

I, R. E. Williams, hereby certify that I am the duly appointed postmaster of the postoffice known as The Dalles, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that the present rural free delivery route from The Dalles southeast towards Dufur follows the proposed improvement beginning at the east city limits of The Dalles, and extending along the present highway to Three Mile Creek for the entire length of said improvement, or a distance of about two miles.

I earnestly recommend that after this proposed highway is completed that the mail route be continued over the same.

R. E. Williams,

Postmaster at The Dalles, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

PORTLAND, OREGON

May 23, 1919

Mr. C. E. Purcell,
Acting District Engineer, Bureau of Public Roads,
Post Office Building,
Portland, O r e g o n.

Dear Sir:-

We have your letter of May 20, stating that Federal Aid Project No. 16 has been approved by the Chief Engineer and enclosing a copy of the detailed estimate upon which the project agreement is to be based.

We note that the quantities in this estimate are for type "B" (Asphaltic Concrete on Gravel Bituminous Base) pavement only, and that they do not apply to any other type. Kindly advise us whether or not these quantities will be revised, in case it is found desirable, when the bids are received upon this work, to contract for some other type of pavement.

Very truly yours,

HERBERT NUNN,

State Highway Engineer,

By

Office Engineer.

HNP-b

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

May 20, 1919. PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....
451 - Ore. 16

State Highway Department,

Salem, Oregon.

Gentlemen:

On May 9, 1919, the Chief Engineer recommended to the Director the approval of the plans, specifications and estimate for Oregon Federal Aid project No. 16. We are enclosing herewith a copy of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Acting District Engineer.

Enclosure:
Estimate

COPY OF DETAIL ESTIMATE UPON WHICH
PROJECT AGREEMENT IS TO BE BASED
FOR

OREGON PROJECT NO. 16.

Note: This estimate copied from Detail Estimate submitted by the State Highway Department through the District Engineer in his letter of May 1919.

| Approximate Quantities | | | Unit Price | Amount |
|---|---|---|---|---|
| | | Type B | | |
| 3,440 | Cu. yds. | Excavation - common | $0.70 | $ 2,408.00 |
| 250 | " " | " solid rock | 1.50 | 375.00 |
| 1,000 | " " | Overhaul | .04 | 40.00 |
| 162 | Lin. ft. | 12" Culvert pipe | 1.50 | 243.00 |
| 68 | " " | 18" " " | 2.50 | 170.00 |
| 7 | Cu. yds. | Class C Concrete | 25.00 | 175.00 |
| 21,120 | Lin. ft. | Broken stone or gravel shoulders | .06 | 1,267.20 |
| Type D pavement | | | | |
| 18,790 | Sq. yds. | pavement | 1.90 | 35,701.00 |
| 50 | Cu. yds. | Clay or other earth filler | 1.00 | 50.00 |
| 915 | " " | Broken stone or run-of-bank gravel for shoulders | 3.25 | 2,973.75 |
| 1,065 | " " | Broken stone or run-of-bank gravel for sub-base | 5.25 | 5,591.25 |
| | | | Subtotal | $46,884.20 |
| | | 10 per cent for Engineering and Contingencies | | 4,686.42 |
| | | | Total | $51,569.62 |

Length 2.0 miles.
Cost per mile $25,775.31.

Amount of Federal Aid requested $25,775.31.
Amount of Federal Aid recommended $25,775.31.

To accompany Chief Engineer's memorandum dated May 9, 1919, recommending approval of the plans, specifications and estimate.

Copied by M. L. W.

Checked by_____

K.H.
May 9 19.9

CONTRACT # 183,291

PR 4 Butte Creek
182
291

794

April 4, 1923

In regard to the claim of Blake-Compton Company for extra costs because of change in plans on Butte Creek surfacing job, contract No. 201.

Mr. Ray A. Klein,
State Highway Engineer,
O f f i c e.

Dear Sir:

A claim amounting to $996.35, made by Blake-Compton Company, was referred to me for adjustment on March 5, 1923.

The claim was prepared by J. C. Compton November 8, 1921 and submitted to K. D. Lytle, Resident Engineer, under date of November 8, 1921. K. D. Lytle forwarded the claim and a report concerning same to J. H. Scott, Division Engineer.

Under date of November 17, 1921, J. H. Scott submitted the claim to Mr. Bonn, State Highway Engineer, with a report recommending payment of $607.00.

Under date of December 9, 1921, an analysis of the claim showing calculations was prepared and mailed to Blake-Compton Company by C. C. Kelley, Assistant Engineer, showing that $607.00 was recommended as final payment of the claim.

Blake-Compton Company did not accept the amount of $607.00 as recommended for final settlement and Mr. Bonn was notified September 1, 1922, that the claim had been placed in the hands of Jay Bowerman.

Mr. Compton called in this office December 1, 1922 and discussed the matter with C. C. Kelley; a report of this meeting is well covered in Mr. Kelley's letter of December 10, 1922, directed to Mr. Bonn.

Under date of March 1, 1923, Mr. Bowerman submitted a letter to Mr. J. H. Bonn, State Highway Commissioner, outlining a claim, and asking that it be considered by the State Highway Commission. The matter was considered by the Commission and referred back to the Engineer. On March 5, 1923 the claim came into my hands.

I called on Mr. Bowerman March 6th and discussed the matter with him and was advised by him to discuss the matter with Mr. J. C. Compton.

I got in touch with Mr. Compton and he called at this office March 20 and after considerable discussion an agreement was reached.

Mr. Compton's contention was that Mr. Scott, Division Engineer, had made an agreement, at the time it was decided necessary to condemn materials from a certain quarry and haul from another, to allow the contractor $996.25 as extra cost for the proposed change. Mr. Compton considered that inasmuch as Mr. Scott had made such an agreement the State should pay that amount regardless of the fact that the amount was found to be in error when calculated in accordance with the terms of the contract.

Mr. Compton does not question the calculations which show the correct amount due him to be $587.00 as actual extra costs, but cites that numerous verbal agreements made on other contracts which have terminated to his disadvantage, have been respected and fulfilled by him and that as a matter of principle the amount of this claim, agreed to verbally by Mr. Scott, should be made.

I think he has been convinced that the claim in the amount of $996.25, which was found to be in error, cannot be paid but that the amount of $587.00 is correct and will be paid in accordance with the terms of the contract.

Mr. Compton was advised that if he had suffered loss on other contracts because of fulfilling verbal agreements and has legitimate claims due him in accordance with the terms of his contracts, that such claims should be submitted and each considered on its own merits. He stated that he did not care to prepare and submit such claims and would accept $587.00 as final settlement of this claim and consider the matter closed.

I took the matter up with Carl Smith and he advises me that Mr. Compton has signed the final estimate accepting the amount of $587.00 as final settlement of this claim.

Respectfully submitted,

Assistant Engineer.

CHW:M

December 18, 1928.

Memorandum.

Mr. Herbert Munn,
State Highway Engineer,
O f f i c e.

Dear Sir:

Mr. Compton of Blake-Compton Company, was in the office on December 1st and discussed inconsiderable detail his claim for extra compensation on contract No. 291, surfacing Butte Creek East on, Wheeler County.

The claim was approved in the amount of $307.00 in August and placed in line for payment.

Mr. Compton states he submitted his claim in the amount of $996.25 based on verbal agreements with the Resident and Division Engineer at the time changes in quarry ~~alignment~~ arrangement were considered.

Mr. Scott states that the item of increased cost of haul and moving plant were definitely agreed upon at that time but that the other features of the adjustment were not discussed.

Mr. Scott's instructions were to appraise the advantages as well as the damages to the contractor as provided in the contract and to report accordingly. This he did and his recommendations after reviewed in this office were sustained.

I offered to go into any feature of the adjustment with Mr. Compton stating that we were willing to change our recommendations upon sufficient showing on his part that the recommendations were not fair to all concerned. This he refused to do outlining the position that the agreement made with our Engineer in the field should hold and is not subject to review.

Under the conditions I am returning the file pertaining to this matter and await your further instructions.

Yours truly,

CCK:LM Assistant Engineer.
cc. Blake-Compton Co., Mullin ville, Oregon.
cc. Mr. Jay Bowerman, Yeon Building, Portland, Oregon.

September 14, 1922.

American Surety Co., of New York,
600 Yeon Building,
Portland, Oregon.

Attention Mr. W. A. KING, Ass't Mgr.

Gentlemen:

In reply to your letter of September 12th, regarding final payment to Blake-Compton Company for macadamizing the Butte Creek Section of the John Day Highway in Wheeler County, will say that final payment has not yet been made.

The voucher covering final payment was mailed to Blake-Compton Company, on August 30th but has not been returned to this office. A warrant will be mailed Blake-Compton shortly after receiving this voucher with the proper signatures attached.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

Dic by H. B. Glaisyer.

LFC

FORM 5A 10M-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] ARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

35 D1 - Unpaid Force SALEM
File 55. The Dalles, Ore., Dec. 13, 1921.

PR#4

RECEIVED
DEC 14 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Replying to your letter of December 11th regarding whereabouts of cost in unpaid extra work bills which were submitted by the Blake-Compton Company in connection with their surfacing work on the Butte Creek Section, would state that we have received a copy of a letter written by Mr. Kelley under date of December 9th to the Blake-Compton Company analizing this claim and recommending $87.00 as a final adjustment. The matter must have been referred to Mr. Kelley and it is out of that he has these bills.

Yours truly,

J. H. Scott,
Division Engineer.

J.H.S:Ld

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

November 8, 1921.

REFERRED
BY H. M.

RECEIVED
NOV 10 1921
STATE HIGHWAY ENGINEER

Scott.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

For your information we are forwarding herewith a copy of a recent inspection report on Oregon Federal Aid project No. 4.

Please note the comment on needed maintenance work near the north end of the project.

Yours very truly,

District Engineer.

Oregon
4
One

District Engineer, Portland, Oregon. October 31, 1921.

xxxxxxxxx
xxxxxxxx
xxxxxxxxxx

John Day Highway, Fossil-Service Creek

Wheeler

RECEIVED
NOV 10 1921
DIV. HIGHWAY ENGINEER

October 28, 1921.

A. F. Morris
Highway Engineer.

Inspection made unaccompanied.

Project consists of 9.47 miles of grading and crushed rock surfacing.

Equipment:- All removed.

Work done to date:- All work completed.
Fully completed road:- 9.47 miles.
Project 100% completed.

Quality of Work:- The surfacing over the entire project is in excellent condition.

On the north three miles of the project, which was completed in 1920, considerable maintenance work should be done in cleaning out ditches and some of the catch basins, but otherwise the job has been satisfactorily completed and is ready for final acceptance.

Photographs:- Attached.

October 31, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

File PR-4

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Butte Creek Section, Oregon Federal Aid Project No. 4, in the amount of $10,908.71.

This voucher is accompanied by four copies of certification that no liquidated damages were collected.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeSouza.

ETH

Enc.

I hereby certify that no liquidated damages were collected on the Butte Creek Section, Oregon Federal Aid Project No. 4.

S. A. Probert

Office Engineer.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date October 3rd., 1921

Job Name Butte Creek Section

Week from September 25th to October 2nd.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35PD-1

Express and Freight Address Condon.

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

MACADAM JOB

All notes and estimate finished on this job, and same being forwarded to office of Mr. Scott, Division Engineer, this date.

NOTED
J. H. SCOTT

OCT 8 1921
HIGHWAY ENGINEER

NOTED
H. E. CLAGGETT

Signed C. H. Ly le
R. C. E.

(See back of this sheet for instructions and detailed information.)

Title Resident Engr.

and detailed information.)

Title [illegible]

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date Sept.26,1921., 192...

Job Name Butte Creek Section

Week from 18th to 25th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 36 P-1

Express and Freight Address Condon

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Macadam Job.

Have finished estimate and final records on this job

during the week.

OCT 5 1921

NOTED
H B GLAISYER

NOTED
J.H.SCOTT

Signed K. D. Ryttenberg

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

EX

Date Sept.19,1921., 192....

Job Name Butte Creek Section

Week from 11th to 18th

Mail Address Fossil

Highway John Day Highway

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 Pb-1

Express and Freight Address Condon

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

macadam Job.

Contractor finished crushing rock the 15th.Job is now practicaly complete,all that remains to be done is the cleaning of a few ditches.

Am now working on the final estimate,which will be finished in a few days.

NOTED
I. H. SCOTT

Signed K. B. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

August 25, 1921
File:

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

PR #4

Dear Sir:

Herewith, for your information and attention, copies of inspection reports on Federal Aid Projects Nos. 4 and 41, Butte Creek Section and Eagleville-Thirtymile Creek Section, respectively, received this date from Mr. C. H. Purcell, District Engineer of the Bureau of Public Roads.

Will you please give the recommendations contained therein your consideration?

Very truly yours,

State Highway Engineer.

:E
Encls

DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

August 23, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith copy of a recent inspection report on Oregon Federal Aid project No. 4. You will please note the comment on the condition of the stone surfacing between Station 620 and Station 750 and the recommendation as to the use of earth filler in the base course before applying the light course of screenings.

If this is not done the screenings will all be lost into the base and the condition of the surfacing very slightly improved. Enough binder should be used in the base course that it will carry a truck with little or no rutting before the screenings are applied.

The enclosed photo shows the present loose condition of the stone.

Yours very truly,

District Engineer.

AUG 23 1921
STATE HIGHWAY ENGINEER

Oregon

4

One

District Engineer, Portland, Oregon. August 19, 1921.

[redacted]

John Day Hwy., Fossil-Service Creek

Wheeler

August 16, 1921

A. F. Morris

Highway Engineer.

Inspection made with K. D. Lytle, Res. Engineer, State Highway Department.

Project consists of 9.47 miles of grading and crushed rock surfacing.

Equipment not previously reported:- One additional truck.

Working force:- 15 men and 2 teams.

Work in progress:- Surfacing at Station 845.

Work done to date:-

Grading completed.
Structures completed.
Surfacing:- Sta. 420 to 750 and Sta. 845 to 918; crushed rock 11,600 cu.yds., Talus base 1,755 cu.yds., Rhyolite 703 cu.yds.
Fully completed road:- 7½ miles.
Project 88% completed.

Quality of work:- From Station 620 to Sta. 750, which was surfaced this year, no binder was used on the base course. The top course has completely disappeared into the base under the action of traffic. The Resident Engineer stated that it was their intention to add four cu.yds. of screenings per station on this section. It is evident that this amount of screenings will not be sufficient to fill the base and leave any excess for a wearing surface. It was proposed to the engineer that before applying the screenings the stone now in place be filled with the earth filler now being used on the south end of the project. This would prevent the loss of the screenings into the base which is sure to occur if no binder is used and only four cu.yds. of screenings applied.

From Station 845 to 918 where the base has been filled, the road is in excellent condition.

Rate of progress:- Satisfactory.

Photographs:- Attached.

August 19, 1921

Messrs Jas. Clarkson & Co.,
501 Yeon Bldg.,
Portland, Oregon.

File PR #4

Gentlemen:

Reference is made to the inquiry made by you over the phone some days ago, in regard to payment for 3.3 acres of extra clearing on the Butte Creek Section, and the release of the one thousand dollars retained to guarantee the completion of certain uncompleted clearing and grubbing.

We are advised by Division Engineer Scott that the 3.3 acres of clearing referred to is not extra clearing, it being entirely within the right-of-way. From what he says, too, we take it that this is the same clearing proposition which was fully discussed by us several months ago, when it was pointed out to you that your contract calls for the clearing of a 60 ft right-of-way, and that by no stretch of the imagination can it be conceived that you or any other bidder would be lead to believe, by our failure to show on plans the acreage in the particular mile involved, that that portion of the line would be graded without clearing and grubbing.

It was my understanding that this matter was fully settled at that time, and that your claim was withdrawn. We therefore do not contemplate making any allowance for this item.

As regards the $1,000.00 retained, will say that voucher releasing this, and making final payment on the Butte Creek work is being mailed out to you today.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SMP:EKM
c. c. to J. H. Scott.

FORM 4 50-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

35PD - Clearing.
File 19.

The Dalles, Ore., Aug. 15, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Referring to your file P.R. 4, under date of August 3rd. in which you state that Mr. Clarkson has made inquiry in regard to the payment of 3.3 acres of extra clearing done in connection with the grading work on the Butte Creek Section, attached is the file showing his letter for the claim, and a price submitted of $125.00 per acre, which is under the price for which he actually submitted bills at one time. The work was actually done ~~at one time~~ as he claimed.

Also he has finished the scattered clearing for which a percentage was held back on his final settlement. This clearing has now been fairly well done, and the entire amount may be released.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

Oregon
4
One

District Engineer, Portland, Oregon. June 20, 1921.

xxxxxxxxx
xxxxxxxxx John Day Hwy., Fossil-Service Creek
xxxxxxxxx

Wheeler

June 16, 1921. A. F. Morris

Highway Engineer.

Inspection made with K. D. Lytle, Res. Engineer, State Highway Dept.

Project consists of 9.47 miles of grading and crushed rock surfacing.

Equipment:- Rock crushing plant; 1 blade grader; 1 ten ton roller; 1 four yard truck.

Working force:- 14 men and 1 team.

Work in progress:- Surfacing at Sta. 681.

Work done to date:-

Grading completed.
Structures completed.
Surfacing:- Sta. 420 to 613 and Sta. 680 to 733; total to date 1717 yards of Talus rock, 6593 yards of crushed rock and 471 yards of Ryolite.
Fully completed road:- About 4 miles.
Project 70% completed.

Quality of work:- Fair; at the time of the last previous inspection it was noted that the screening plant was being equipped with a 1½" square mesh screen instead of one with 1½" round openings as required. The State Highway Department was requested to see that the proper screen was installed and they accordingly issued such orders to the contractor. To date the change in screens has not been made but it was explained that the new screen had just arrived in Fossil and would be installed immediately. The Resident Engineer was requested to see that there be no further delay in making the change.

Rate of progress:- Satisfactory.

Recommendations and Remarks:- In laying this surfacing the base course of 1½" rock is put down and rolled and the top course of screenings then spread and rolled. It is noted that a large per-

centage of the screenings is being lost by sifting down into the base course, and the base is working through to the top under action of truck wheels. This could be corrected by using suitable binder in the base course. Material which appears suitable is to be had near the crushing plant and samples have been submitted to the State Highway Department for test. If found suitable this binder should be used on all the base course in future.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

June 4, 1921.

POST-OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 7 1921
STATE HIGHWAY EN., SALEM

State Highway Commission,
Salem, Ore.

Attention Mr. C. C. Kelley.

Gentlemen:-

Your letter of June 2d regarding surfacing on Oregon Federal Aid project #4.

We agree with you that the screens should be adjusted in such manner as to give equal portions of base and top and that such result could be had either with 1½" square or 1½" circular openings in the largest screen. Our observation and experience convinces us that no material should be used in a two course 8" surfacing which will not pass 1½" circular screen as was specified in this case, and we believe that the substitution of 1½" square screen would provide surfacing somewhat inferior to that specified.

1½" square screen, it is true, increases the output of the crusher but this increase is all maximum size stone, the very thing we are trying to avoid.

We are strongly of the opinion that the contractor should be required to crush all material to pass 1½" circular screen and that any oversize from this screen should be returned to the crusher. This will increase the percentage of fines and by the use of ¾" square or 1" circular screen for surface material we believe sufficient fine material will be had to give the required proportions of base and top. If such

condition does not result, it will be necessary to increase the size of the screen for surface material from ¾" square to 7/8" or 1".

In no event can we see our way clear to approve a change in maximum size from 1½" circular to 1½" square screen.

Yours very truly,

Acting District Engineer.

REFERRED TO
O'Brien
BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

May 23, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Enclosed herewith a copy of recent inspection report on Oregon Federal Aid project No. 4.

Please note the comment on the use of a 1½" square screen instead of one with 1½" round openings as specified.

There has been a shortage of fine material on this job from the beginning, the top course of 3/4" rock being only about 2" thick, which is not enough to prevent the base rock from coming to the top. As a 1½" square opening will obviously pass stone which would be rejected by the 1½" circular opening and returned to the crusher, its use tends to unbalance the proportionate thickness of the two courses. The 1½" circular screen is also badly worn and should be replaced.

Will yo u kindly see that the crushing plant is properly equipped with a new screen with openings of the specified size before being allowed to operate.

Yours very truly,

C. J. McKenzie
District Engineer.

Oregon
4
One

District Engineer, Portland, Oregon. May 23, 1921.

[redacted]

John Day Hwy., Fossil-Service Creek

Wheeler

May 20, 1921 A. F. Morris

Highway Engineer.

Inspection made with K. D. Lytle, Res. Engineer, State Highway Dept.

Project consists of 9.47 miles of grading and crushed rock surfacing.

Equipment consists of:- One road roller, one blade grader, one truck, one fresno, rock crushing plant complete with two crushers.

Working force:- 12 men and 1 team.

Work in progress:- Surfacing at Sta. 600 from material stored before plant was moved; assembling crusher and quarrying stone at Sta. 760.

Work done to date:-
Grading complete.
Structures complete.
Surfacing:- Sta. 420 to 600; total 1717 yards of talus, 4632 yards of crushed rock, 455 yards of Ryolite, 500 cu.yds. in storage.
Fully completed road:- About three miles.
Project 66% complete.

Quality of work:- Satisfactory on work now completed.

Remarks:- Owing to soft condition of the new grade, surfacing was stopped early in the winter and after putting out a few hundred yards of material in storage, the plant was dismantled and moved to Sta. 760 where it is now nearly ready to begin crushing. At the first set up there were three bins. The first bin receiving rock and screenings from a screen with 3/4" square opening, the second with 1½" circular opening, and the third with 1½" square openings. As at this end of the job there was considerable adobe soil and the rock passing the 1½" square screen was used instead of talus for sub-base, no objection was made. But the bins as now constructed will receive all the rock from both screens and as a 1½" square screen will pass larger stone than one with 1½" circular openings as required, the Resident Engineer was requested to order a new screen which will comply with the specifications. The section of screen with 1½" circular openings is also badly worn and should be replaced with a new one.

Photographs:- Attached.

Form No. 14.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

# OREGON STATE HIGHWAY DEPARTMENT
# ORDER FOR EXTRA WORK

Job Butte Creek Section Date March, 20, 1921, 19

Highway John Day Highway Contract No. 183

County Wheeler Order No. 6

Contractor Jas. F. Clarkson

Address Yeon Building Portland, Ore.

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: " EXTRA CLEARING "

3.3 acres of extra clearing not shown on peliminary estimate on miles 1, 2, 3, 4, 5, & 6.

Location by station numbers: Station 422- 791

Quantities: [redacted]

Estimated cost: [redacted]

APPROVED

J. W. Dent

STATE HIGHWAY ENGINEER

Recommended for approval:

K. W. Smith

Resident Engineer

Approved:

[illegible]

District Engr.

Date March 21 1921

Form No. 14.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

# OREGON STATE HIGHWAY DEPARTMENT
# ORDER FOR EXTRA WORK

Job Butte Creek Section  Date March 20, 1921, 19

Highway John Day Highway  Contract No. 183

County Wheeler  Order No. 6

Contractor Jas. F. Clarkson

Address Yeon Building Portland, Ore.

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: " EXTRA CLEARING "

3.3 acres of extra clearing not shown on peliminary estimate on miles 1, 2, 3, 4, 5, & 6.

Location by station numbers: Station 422- 791

Quantities: 3.3 Acres

Estimated cost: 3.3 x 125.00= $418.50

$ 125 is he average cost per acres derived from lump sum bid divided by the number of acres shown on p'lim. estimate.

APPROVED

Recommended for approval:

K. J. Lytle
Resident Engineer

Approved:

District Eng.

Date March 21 1921

Form 108.

# Oregon State Highway Commission

Report of Abrasion Test.

Field No. 3566 Lab. No. 5337

County Wheeler Date reported March 26, 1923

Job Cummings Hill-Fossil Material Rock

Sampled by K. D. Lytle To be used Macadam

from Sta 256

Specific Gravity - - - - - 2.58

Abrasion per cent wear - - 9.12%

Material represented by this sample is too soft for a good macadam.

Testing Engineer

cc Office ✓
J. H. Scott
K. D. Lytle

# JAS. F. CLARKSON & CO.
GENERAL CONTRACTORS

OFFICE
YEON BUILDING
TELEPHONE, MARSHALL 2162

PORTLAND, OREGON, Feb. 28, 1921

RECEIVED
MAR 10 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:-

Answering yours of February 25th re- settlement of Butte Creek Clearing, please be advised that I am willing to accept Mr. Bethel's adjustment of 3.3 acres and am billing you for that amount as per the enclosed bill.

The Unit price of $125.00 per acre I arrived at in figuring my bid of $3,000.00 for the entire clearing based on approximate number of acres to be cleared given in our original estimate. You understand, of course, the reason for settlement of this bill as an extra is because there was a certain acreage called for in your quantity sheet submitted to Contractors and this clearing was located by miles whereas the extra bill was incurred on clearing done where none was shown in your quantity sheets.

Thanking you for your attention, we remain,

Yours very truly,

JAS. F. CLARKSON & CO.

By

JFC-K.

JAS. F. CLARKSON & CO.
500-501 YEON BUILDING
PORTLAND, OREGON

Portland, Ore., Feb. 28, 1921.

State Highway Commission.

TO JAS. F. CLARKSON & CO., DR.

No. R.V.

Extra Clearing on Butte Creek Section.

Between Station 422 to 791.

- - - - - - - - - - - - - - - - - - - - - - -

| | | |
|---|---|---|
| 3.3 Acres Clearing, . . . . . | @ $125.00 per A | 412.50 |

APPROVED
AUG 1 1921
STATE HIGHWAY ENGINEER

Force Order No 6 Contract No 183
Sub Prefix 35PD
O. K. K. D. Lytle, Res. Engr.

JAS. F. CLARKSON & CO.
500-501 YEON BUILDING
PORTLAND, OREGON

Portland, Oregon, February 28, 1921

Oregon State Highway Commission

TO JAS. F. CLARKSON & CO., DR.

NO.

EXTRA CLEARING ON BUTTE CREEK SECTION.

Acreage not shown on qunatity sheet.

| | | | |
|---|---|---|---|
| 3.3 Acres Clearing | @ | $125.00 per acre | $412.50 |

RECEIVED
MAR 10 1921

APPROVED

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

January 20, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover Oregon project No. 4 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

L.B/fm

Oregon Project No. 4, Federal Aid Road Act,
July 11, 1916 (39 Stat. 355).

## MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on November 5, 1919, by the State Highway Commission of Oregon, and on January 12, 1920, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 4; and

WHEREAS, the said State Highway Commission has requested a revision of the plans and specifications approved for the project to provide for placing thereon a surfacing of broken stone not previously provided for, and by reason thereof, has requested that the estimate of cost approved for the project be increased from $55,449.90 to $133,657.70, and that the Federal funds approved and set aside to the credit of the project be increased from $27,724.95 to $66,828.85:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications approved for said project be revised in the manner above indicated and the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of sixty-six thousand, eight hundred and twenty-eight and 85/100 dollars ($66,828.85) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

...of plans, specifications and estimates.

-2-

Article I shall read:

"Article I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit: (a) By the State Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920".

Article IV shall read:

"Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of sixty-six thousand, eight hundred and twenty-eight and 85/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and thirty-three thousand, six hundred and fifty-seven and 70/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 4th day of January, 1921, and the Secretary of Agriculture on the 6th day of December 1920.

State Highway Commission of Oregon

By R. Booth
Chairman, State Highway Commission

By C. M. Dyer
Member, State Highway Commission

By
Member, State Highway Commission

E. W. Ball
Acting Secretary of Agriculture.

(Amendment of Certif[illegible] of approval of plans, speci[illegible]ions and estimates, executed January 12, 1920, to cover Oregon Federal A[illegible]oad Project No. 4)

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF ..... Oregon .....

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of ..... Oregon ..... for the construction of a rural post road between ..... survey station 422+0, near city limits of Fossil, and survey station 924+0, near Butte-Service Creek Divide .....

..... locally known as ..... John Day Highway, Wheeler County, - Butte Creek Section ..... and designated in the records of this Department as Project No. ..... 4 ....., State of ..... Oregon .....

SECOND. That in accordance with said section 6 I have approved the sum of $ ..... 133,657.70 ..... in addition to the $27,724.95 approved by certificate of January 12, 1920, as the total estimated cost of said project, and the sum of $ ..... 39,103.90 ..... as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this ..... 6th ..... day of ..... December .....

one thousand nine hundred and ..... twenty .....; as witness my hand and the seal of the Department of Agriculture.

E. D. Ball

Acting *Secretary of Agriculture.*

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

December 29, 1920.

POST OFFICE BUILDING,
PORTLAND, OREG.

State Highway Commission,
Salem,
Oregon.

Gentlemen:-

We are in receipt of a letter, dated December 22, from J. H. Scott, Division Engineer, relative to quarry site at Station 760 on the Butte Creek section, Oregon Federal Aid project No. 4.

The site at Station 760 has been reported as a good one by our engineers and if the laboratory tests show that this rock is satisfactory we will approve it for use on the project.

It will be impossible for us to send one of our engineers to inspect the quarry site until after the first of the year.

Yours very truly,

District Engineer.

Cc to J.H.Scott.

Form 108.

# Oregon State Highway Commission

Report of Abrasion Test.

Field No. 3521

Lab. No. 3545

County Wheeler

Date reported December 20 1920

Job Butte Creek Section - John Day Hwy.

Material Rock

Sampled by K. D. Lytle

To be used Macadam

from 20 feet left Sta 756

Abrasion per cent wear - - - 3.98%

Specific Gravity - - - - - - 2.78

Material represented by this sample is suitable for use in macadam.

Testing Engineer

cc Office ✓
J. H. Scott
K. D. Lytle

Form 108.

# Oregon State Highway Commission

Report of Abrasion Test

Field No. 3580

County Wheeler

Job Butte Creek Sec - John Day Hwy.

Sampled by K. D. Lytle

from Rock Bluff 100 feet right Sta 760

Lab. No. 3546

Date reported December 20 1920

Material Rock

To be used Macadam

Abrasion per cent wear - - - 3.69%

Specific Gravity - - - - - - 2.69

Material represented by this sample is suitable for use in macadam.

Testing Engineer

cc Office
J. H. Scott
K. D. Lytle

Copy for State Highway Depart...

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

December 6, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed modified agreement to cover Oregon project No. 4 for the signature of the Highway Department. You will observe that these copies have already been signed by the Acting Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Enclosures. Chief Engineer.

No. 4 - FOSSIL-SARVICE CREEK SUMMIT, JOHN DAY RIVER HIGHWAY, WHEELER COUNTY.

LEB/fm

December 6, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We note your favor of December 4th regarding the plans for construction of Oregon Federal Aid Project No. 4.

This is to advise that we have arranged with the contractor to discontinue placing the rock until the sub-base is in a more favorable condition, but crushing operations will continue throughout the winter. We will issue estimates on the amount of rock that is crushed and stock piled on a per ton basis of the total cost of placing the rock on a grade in a completed manner.

The next set-up for the crusher will be at station 710 and Mr. Scott will send samples of this material to our Testing Laboratory and you will be furnished with a report of the tests.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:LH

cc. Mr. J. H. Scott, Division Engineer, The Dalles, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

December 4, 1920.

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project #4.

Gentlemen:-

Our inspecting engineer reports that it is now planned to discontinue placing broken stone on grade because of soft subgrade, but that crushing plant will probably continue in operation at present set up, the stone to be placed in storage piles. This procedure is satisfactory to us.

We request that we be advised where the next set up will be made and that we be provided with tests of material to be crushed. Our engineers report that material in proposed site near Sta. 885 does not appear to be satisfactory and that other work constructed with similar material in this vicinity is not standing up well under traffic.

A quarry site at Station 760 looks good and it is suggested that this material be tested.

Yours very truly,

D. J. Murphy
Acting District Engineer.

FORM 4 SH-7-20


C. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. K. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER


# OREGON STATE HIGHWAY COMMISSION

SALEM

35PD - Estimate.
File 55.

The Dalles, Ore., Nov. 23, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probart.

Dear Sir:

We have your letter of November 22nd enclosing a copy of the final estimate for the grading of the Butte Creek Section as checked and corrected in your office.

Please refer to summary sheet for Estimate No. 18. You will note that 10% of the Clearing and Grubbing, in amount $300.00, is being with-held in the column "To Complete Work", as some work by the contractor in clearing the right of way of brush, stumps, etc., is necessary in order to render this work acceptable. Copenhagen Brothers, the contractors on this work, it seems have agreed to do this, but so far it has not been done. We have also had some correspondence with the contractor in regard to this, and he has promised to have this clearing finished up. This was some time ago, and you will note from the within weekly report that nothing has been done.

It seems that some step should be taken to secure completion of this work before final payment is made to the contractor.

Respectfully yours,

J. H. SCOTT,
Division Engineer.


RECEIVED
NOV 24 1920


AMA:kl
Encls.

By A. L. Probart

cc to Mr. Lytle.

November 23, 1920.

P. R. 4.

Fidelity & Deposit Company of Maryland,
Mr. R. E. Pinney, Agent,
Pittock Block,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you that it is the intention of the State Highway Commission to make final payment to Jas. F. Clarkson for the grading of the Butte Creek Section of the John Day Highway, our contract No. 185.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

November 28, 1932.

Mr. J. E. Hoyt,
District Engineer,
New Haven, Conn.

X.9.#4

Dear Sir:

We are sending you herewith a copy of the final estimate for the grading of the Saltonstall section as checked and corrected in this office.

You will note that the corrections aggregated 98.8 cubic yards for Common Excavation, 43.9 cubic yards of Solid Rock Excavation, 298. yards station of Overhaul and 0.1 M.F.B.M. of Lumber and Timber, all of which are eliminated from the estimate as submitted. We are not returning the original field data to have our corrections checked by the Resident Engineer, due to the fact that the total amount involved is not large and we do not wish to any longer hold up the final payment to the contractor.

Very truly yours,

[illegible]
State Highway Engineer,

By

Office Engineer.

[illegible]

[illegible]
as to K D Lytle Powell Gro

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

October 19, 1920

Roy A. Klein,
Secretary, Highway Commission,
Building.

Dear Sir:

A claim has been filed by the Fossil Mercantile Company against a sub-contractor working under J. F. Clarkson & Company.

I took this matter up with Mr. Clarkson and he claims that because the material was sold to a sub-contractor that he is not liable. I so reported to the Mercantile Company, and they claim that Mr. Clarkson paid a portion of the bill and has no good reason for not paying the balance.

The purpose of this letter is to say that the claim has been filed and the controversy is pending and I have notified J. F. Clarkson & Company that under the circumstances I cannot advise the Commission to make final payment until the controversy is settled.

Yours very truly,

JMD:AF

Assistant Attorney General.

October 19, 1920

P. R. 4

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am in receipt of your letter in regard to sizes of stone being used on the Butte Creek Section.

It is customary to use larger sized stone on adobe sections. It has been found, however, that this stone should be a talus or other stone which can be handled by steam shovel and is much better spread at the time of doing the grading work.

The theory of macadam is that a coarse stone on the bottom gives a better bearing surface. This, however, has not worked out in practice and, in fact, we have found that between Salem and the Coast that the inch and a half stone actually gives a better wearing surface for the number of cubic yards used.

If the macadam is being laid under wet conditions, of course, no amount of inch and a half rock will make a road, but if the sub-grade is fairly dry you will find that the inch and a half stone for the number of cubic yards used will give you the best macadam.

Respectfully,

State Highway Engineer.

HH:LM

Copy for State Highway Department

OREGON PR

J-1

October 11, 1920.

RECEIVED
OCT 18 1920
STATE

Mr. G. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Upon receipt of Acting District Engineer J. A. Elliott's letter of October 1, transmitting copies of unit price analysis on Oregon Federal Aid Project No. 4, we are today recommending that the project agreement be amended as requested in your letter of September 18.

The project agreement as amended will show the total estimated cost as $133,667.70, and the Federal Aid allotted to $66,828.85.

Two copies of the estimate upon which will be based the project agreement as amended are attached hereto, and will supersede those transmitted with our letter of September 25, 1919. A copy of the typical cross section will be forwarded to you under separate cover.

Very truly yours,

Chief Engineer.

Enclosures:
Estimate.

lgh-mlw

October 19, 1920.

Mr. K. D. Lytle,
Resident Engineer,
Fossil, Oregon.

File FR-4

Dear Sir:

We are in receipt of your letter of the 15th inst. requesting data regarding funds on the Butte Creek Section, Oregon Federal Aid Project No. 4. The data which you are requesting is shown on the statement enclosed.

We would call your attention to the fact that in our Federal Project Agreement the grading and surfacing are not considered separately, and we have a total of $66,828.85. Based on the items in the Project Agreement Estimate this would be $26,040.85 on the grading and $40,788.00 on the surfacing. However these are only approximate relative amounts and the actual Federal Aid on each class of work may be materially changed from this when the final settlement is made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

HERBERT NUNN
State Highway Engineer

ROY A. KLEIN, Secretary and Assistant Engineer

# OREGON STATE HIGHWAY COMMISSION

35 PD-1 ###### Fossil Ore. Oct, 15, 1920
SUBJECT: Financial Statement.
Attention Mr. Probert.

P.R. #4.

RECEIVED
OCT 18 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Munn,
state Highway Engr.
Salem Ore.

Dear Sir,

Mr. J.H. Scott has requested me to make a report on the Butte creek Section of the John Day Highwayand I am shy some of the following information.

Will you please fill in the followin on the duplicate that I am inclosing.

35 PD

Amount of Federal aid $ 26040.85

Amount of County aid $ None

Amount of State aid $ Bal of Cost

26,040.85
40,788.00
66,828.85

35 PD-1

Amount of Federal aid $ 40,788.00

Amount of State aid $ Bal of Cost

Amount of County aid $ —

Respectfully,

E.A. Lytle
Resident Engr.

Form 1217

| CLASS OF SERVICE DESIRED | |
|---|---|
| Telegram | |
| Day Letter | |
| Night Message | |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| Receiver's No. |
|---|
| Check |
| Time Filed |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Oct. 11. 1920

N. W. Bethel
Fossil, Oregon

Clarkson is pressing us for payment of part of retained percentage Please advise estimated cost of work to complete satisfactory. Hurry final records for office checks.

HERBERT NUNN

Sent by Pacific Telegraph.

NOTED
C. C. KELLEY

NOTED
H. B. GLAISYER

Signed .....

Title .....

| CLASS OF SERVICE | |
|---|---|
| Telegram | |
| Day Letter | |
| Night Message | |
| Night Letter | |

If no class of service is designated the message will be transmitted as a full-rate telegram.

# COPY OF WESTERN UNION TELEGRAM

PR X

H. A. Bethol,
Fossil, Ore.

Oct. 7, 1920.

Is Butte Creek grading completed satisfactory for acceptance and final settlement.

WRIGHT HUNT

NOTED
C. C. KELLEY

NOTED
H. B. GLAISYER

Signed [signature]

Title [signature]

Form 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Pine Creek Date 9-4-20, 19 20

Week from 9-4 to 9-7

Highway John Day Job Prefixes 35 PD 1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wheeler

Survey will be completed about Number in party 2

Camp location

Mail address Fossil

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Work during the week, Contractor says he will be ready to start Tuesday morning

NOTED
F. C. KELLY

NOTED
H. B. GLAISYER

Signed

Title

FORM 4A 1M-8-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

35 PD 1

PENDLETON, Sept. 13, 1920.

Subject: Road material.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

We have today received a letter from Mr. K. D. Lytle, resident engineer on the Butte Creek Section, stating that all surfacing material to be used on his job must have the approval of the Bureau of Public Roads. He also states that contractors are now erecting their camps and bunkers and that the plant will start work the middle of next week. Mr. Lytle is not sure as to what you wish him to do in regard to notifying the Bureau of Public Roads, whether he is to send samples or they wish to make an inspection. Kindly advise Mr. Lytle in regard to this matter.

Very respectfully,

R. H. Baldock,

Division Engineer.

WCC/B

ANSWERED
S. H. Probert

RECEIVED
SEP 14 1920

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore .F .A .4.

POST OFFICE BUILDING,
PORTLAND, OREG.

September 13, 1920.

RECEIVED
SEP 15 1920
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem,
Ore.

Gentlemen:-

We are today forwarding to the Chief of Bureau with our recommendation for approval, revised estimate and special provisions to be used as the basis for an amended project agreement for Oregon Federal Aid project No. 4. Our recommendation for approval is dated September 1st, 1920.

We enclose a copy of the estimate that we are recommending which was prepared in this office. Your attention is directed to the fact that the item of overhaul has been eliminated because this work has already been accomplished and is not shown on the original agreement estimate.

Yours very truly,

C. H. Purcell

District Engineer.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 4.

BUTTE CREEK SECTION OF THE JOHN DAY RIVER HIGHWAY IN WHEELER COUNTY.

(Estimate as basis for Project Agreement. Based on Contract Prices.)

9.47 Miles Grading & Surfacing. — Salem, Oregon, August 26, 1920.

| Quantity | | Item | Unit Price | Amount. |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | | $3,000.00. |
| 34,000 | Cu.yds. | Common Excavation @ | .74 | 25,160.00 |
| 6,000 | " | Solid Rock " | 1.80 | 10,800.00 |
| 1,260 | Lin.ft. | 12" Culvert Pipe | 2.00 | 2,520.00 |
| 20 | " | 15" " " | 2.50 | 50.00 |
| 70 | " | 24" " " | 3.50 | 245.00 |
| 36 | " | 36" " " | 5.50 | 198.00 |
| 486 | Cu.yds | Rubble Masonry | 9.00 | 4,374.00 |
| 20 | M-FBM | Lumber & Timber | 50.00 | 1,000.00 |
| 15,000 | Cu.yds. | Broken Stone Surfacing | 4.20 | 63,000.00 |
| 200 | " | Broken Stone for Shoulder Drains | 5.50 | 1,100.00 |
| 1,200 | " | Pit-Run Rhyolite | 3.80 | 4,560.00 |
| 1,500 | " | Talus Sub-Surfacing | 3.50 | 5,250.00 |
| 500 | Yd.Mi. | Payhaul on Talus Sub-Surf. | .50 | 250.00 |
| | | | Sub-Total | $121,507.00 |
| | | | 10% Engr & Cont. | 12,150.70 |
| | | | TOTAL | $133,657.70 |

| | |
|---|---|
| Cost per Mile | $14,113.80 |
| State Funds Available | 66,828.85 |
| Federal Aid Requested | 66,828.85 |
| | $133,657.70 |

RECEIVED SEP 15 1920

Federal Aid Recommended - - - - - - - - -

Form 38

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section ..... Date ....., 19..

Week from ..... to .....

Highway ..... Job Prefixes .....
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County .....

Survey will be completed about ..... Number in party .....

Camp location .....

Mail address .....
(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

NOTED
H. E. GLAISYER

NOTED
C. C. KELLEY

Signed .....

Title .....

PENDLETON, ORE., [illegible], 1920.

Sept. 8, 1920.

File 35 FD-1

Mr. K. D. Lytle,
Resident Engineer,
Fossil, Oregon.

Dear Sir:

This will advise that we have assigned prefix 35 FD-1 to graveling the Butte Creek Section of the John Day River Highway in Wheeler County.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

Dictated by H. B. Glaisyer,
KT
c. c. to W. C. Crews.

...ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON, Sept. 7, 1920.

35 PD1

Subject: Prefix

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

Please send to K. D. Lytle, with copy to this office, the graveling prefix for the Butte Creek Section of the John Day Highway in Wheeler County.

Very respectfully,

H. C. Crum
Office Engineer.

WCC/B

cc Lytle

35 PD1

ANSWERED
H B. C

August 19, 1920.

File - 4.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are sending you five copies of estimate of cost and unit price analysis on the Butte Creek Section, Oregon Federal Aid Project No. 4.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Asst. Highway Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 4

SURFACING, BOYD CREEK SECTION OF THE JOHN DAY RIVER HIGHWAY IN WHEELER COUNTY

(Estimate to accompany special provisions. Not as basis for modified agreement.)

Salem, Oregon, August 13, 1920.

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| 15,000 Cu. Yds. | Broken Stone Surfacing @ | 3.95 | $ 59,250.00 |
| 200 " | Broken Stone for Shoulder Drains | 3.95 | 790.00 |
| 1,200 " | Pit Run Rhyolite | 2.80 | 3,360.00 |
| 1,500 " | Talus Sub-Surfacing | 1.50 | 2,250.00 |
| 500 Yd.Miles | Payhaul on Talus Sub-Surfacing | 1.50 | 250.00 |
| | Sub-Total | | $ 65,900.00 |
| | 10% Engr. & Cont. | | 6,590.00 |
| | TOTAL | | $ 72,490.00 |

Length of Project 9.47 Miles
Cost per Mile $7,654.69

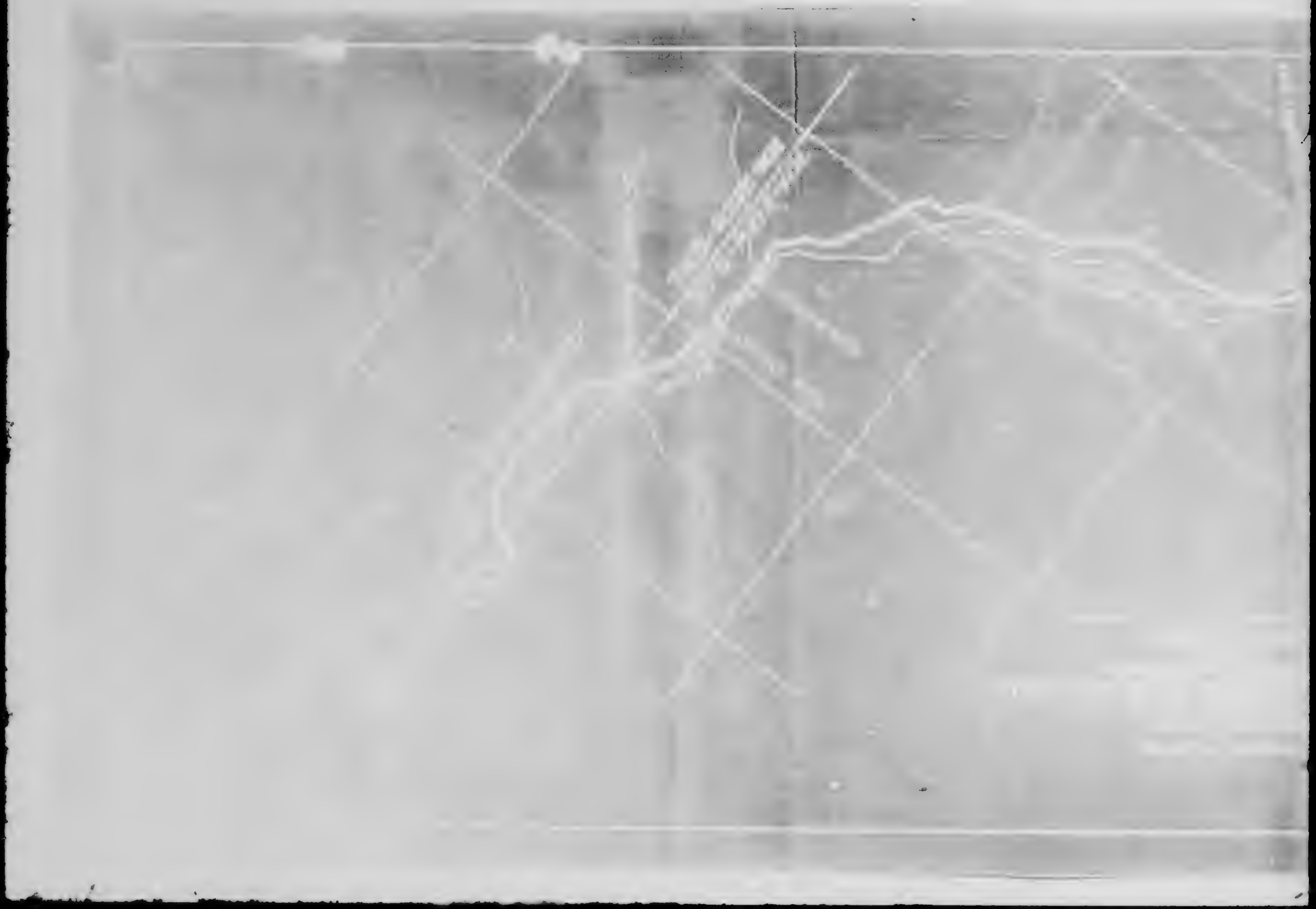
State Funds Available $ 36,245.00
Federal Aid Requested 36,245.00

Total $ 72,490.00

Asst. Engineer.

# UNIT PRICE ANALYSIS

Structure: [illegible]
Work Item: [illegible] Pavement
Estimate Item:
Quantity:



Sept. 8, 1920.

File P. R. - 4

Mr. C. H. Purcell,
Division Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of August 23rd in regard to special provisions applying to the surfacing of Federal Aid Project No. 4. Recommendations made by you in this letter in regard to the approval by your engineers of all surfacing materials and materials used in rhyolite topping before the use of such materials is permitted, is acceptable to this department. It is our intention to use only the best of the materials available, and there should be no difficulty in reaching an agreement with your engineers as to the materials to be used.

We are writing to our Division Engineer, Mr. Baldock, and our Resident Engineer, Mr. Lytle, to take up with you the matter of approval of materials before commencing operations. If an inspection of this work has not already been made by representatives of your department, we suggest that such an inspection be made within the very near future in order that the materials can be agreed upon.

As regards the use of clay binder, will say that it is our intention to use only a limited amount of such material, but it is impossible to properly bind the materials without it. It will be used only with your approval.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Asst. Office Engineer.

HHP:ET
c. c. to K. D. Lytle.
c. c. to K. O. Bennett.
R. H. Baldock

August 27, 1920.

P. A. - 4.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for modified agreement on the Butte Creek Section of the John Day River Highway in Wheeler County, Oregon Federal Aid Project No. 4.

This estimate is in the amount of $133,767.70, on which Federal Aid is requested to the amount of $66,883.85.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. H. DeSouza.
ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 4

## POTTER CREEK SECTION OF THE JOHN DAY RIVER HIGHWAY IN WHEELER COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

* * * * * * *

9.47 Miles Grading & Surfacing. — Salem, Oregon, August 26, 1920.

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | | $ 3,000.00 |
| 34,000 | Cu. Yds. | Common Excavation @ | .74 | 25,160.00 |
| 6,000 | " | Solid Rock " | 1.80 | 10,800.00 |
| 2,000 | Sta.Yds. | Overhaul | .05 | 100.00 |
| 1,260 | Lin.Ft. | 12" Culvert Pipe | 2.00 | 2,520.00 |
| 20 | " | 18" " " | 2.50 | 50.00 |
| 70 | " | 24" " " | 3.50 | 245.00 |
| 36 | " | 36" " " | 5.50 | 198.00 |
| 486 | Cu. Yds. | Rubble Masonry | 9.00 | 4,374.00 |
| 20 | M-FBM | Lumber & Timber | 50.00 | 1,000.00 |
| 15,000 | Cu.Yds. | Broken Stone Surfacing | 4.20 | 63,000.00 |
| 200 | " | Broken Stone for Shoulder Drains | 5.50 | 1,100.00 |
| 1,200 | " | Pit-Run Rhyolite | 3.80 | 4,560.00 |
| 1,500 | " | Talus Sub-Surfacing | 3.50 | 5,250.00 |
| 500 | Yd. Mi. | Payhaul on Talus Sub-Surf. | .50 | 250.00 |
| | | Sub-Total | | $121,607.00 |
| | | 10% Engr. & Cont. | | 12,160.70 |
| | | TOTAL | | $133,767.70 |

Cost per Mile $ 14,125.41

State Funds Available $ 66,883.85
Federal Aid Requested 66,883.85
$ 133,767.70

Federal Aid Recommended- - - - - - - - - - -

JWD

August 18, 1920.

Mr. M. O. Bennett,
Division Engineer,
Box 39,
Pendleton, Oregon.

Dear Sir:

We are in receipt of your letter of the 16th inst. giving detailed cost analysis for broken stone on the Butte Creek Section. As a matter of convenience in calculations we will use a unit price for our estimate of $3.95 instead of the odd figures, $3.97. This office did not question the unit price which you submitted and the letter which we wrote was simply to give a basis for the preparation of the detailed analysis.

We understand the manipulation item in the Federal unit price analysis form should cover all handling of the materials after they have been hauled and dumped. It would appear to us that preparation of sub-grade, spreading, and compacting of material, and final finishing of the roadbed, be included in this item. As we understand it, the analysis falls into four main headings which are as follows: Material Delivered f. o. b. Cars or in Bins; Loading; Hauling; and Manipulation.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

Dictated by J. W. DeSouza.
ET

OREGON STATE HIGHWAY COMMISSION

35 PD

Pendleton, Ore., Aug. 16, 1920.

Subject: Cost estimate,
Butte Creek.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert and
Mr. DeSouza.

Dear Sir:

I write to answer yours of August 9th in which you give detailed estimate for cost of rocking the Butte Creek Section of the John Day Highway, and requesting that I submit similar information supporting my price of $4.60 as formerly submitted.

I do not wish to bring up the old argument, and only mention it in the way of information. Under the specifications as formerly submitted by me with gradation clause included, my estimate was $3.97 (see tabulation below). Owing to the discussed change in specifications I figured that the output of plant would be decreased at least 25 or 30 yards if we were to secure enough material through a ¾ inch screen for the top course. My figures are based on a daily output of 175 cubic yards. If this output is cut 25 yards it would mean an increase of approximately 60¢ per cubic yard, raising my estimate to $4.57, to be exact.

The list following gives the items as I have them which differ somewhat from your list. Would be pleased to know what you include in manipulation.

Cost estimate.

| | | | | |
|---|---|---|---|---|
| Quarrying | $1.25 | per | cubic | yard |
| Crushing & screening | .40 | " | " | " |
| Fuel | .15 | " | " | " |
| Loading & spreading | .30 | " | " | " |
| Rolling subgrade and first course and sprinkling subgrade | .15 | " | " | " |
| Hauling | .65 | " | " | " |
| Plant repairs & upkeep | .15 | " | " | " |
| Freight & installation | .40 | " | " | " |
| | $3.45 | | | |
| 15% rental, delays, overhead, etc | .52 | " | " | " |
| | $ 3.97 | | | |

Form 102.

# Oregon State Highway Commission

Report of .....Abrasion Test.....

Field No..2576.....

Lab. No...1473.....

County .....Wheeler.....

Date reported ....August 9, 1929.....

Job .Butte Cr. Sect. John Day Highway

Material ....Rock.....

Sampled by ...K. D. Lytle.....

To be used ..Macadam.....

Location--Sta. 500 plus 00-

Abrasion per cent wear ---------3.39

Specific gravity------2.80

Material represented by this sample is suitable for use in macadam.

Testing Engineer-------

cc Office
Lytle
Bennett

B R4

August 9, 1920.

Mr. M. O. Bennett,
Division Engineer,
Box #39,
Pendleton, Oregon.

File - 4.

Dear Sir:

Reference is made to your estimate of cost submitted with Special Provisions on the Butte Creek Section of the John Day River Highway, Oregon Federal Aid Project No. 4.

It is noted that you are showing the unit price for Broken Stone Surfacing at $4.60 per cubic yard, and we are having some difficulty in analyzing this cost. The Office of Public Roads now requires that we submit a unit price analysis with all Federal Aid Projects, and it is imperative that we keep these analyses consistent.

From the sketch map sent in with this project we note that quarry sites are available at Stations 500; 680; 760; and 885. Assuming crusher set-ups at Stations 500; 680; and 885; the average haul is approximately .85 mile, and an analysis of the cost works out as follows:

| | |
|---|---|
| Cost of Material in Bin | $1.75, |
| Transfer to Wagon | .20, |
| Haul (.85 Miles @ 50¢) | .43, |
| Manipulation | .75, |
| TOTAL | $3.13 |

By making two set-ups, one at Station 78 and the other at Station 760, it will be possible to eliminate the cost of one installation, probably amounting to $2,000.00, but the average haul is increased to approximately 1.35 miles. Under these conditions an analysis would work out as follows:

| | |
|---|---|
| Cost of Material in Bin | $1.62, |
| Transfer to Wagon | .20, |
| Hauling, (1.35 Miles @ 50¢) | .68, |
| Manipulation | .75 |
| TOTAL | $3.25 |

From this you will note that it would appear to be economical to make three crusher installations instead of two, provided that the estimate of $2,000.00 for each installation is about right. Our

estimate of $1.62 for material in the bin is based on a saving of $2,000.00 on 15,000 Cu. Yds, or approximately 13¢ per Cu. Yd.

- A single crusher set-up at Station 680 would reduce the material in the bin to $1.50 but raises the average haul to approximately 2.9 miles, and would not appear an economical manner in which to handle the work.

The unit costs which we have used are based on data which we have received from various other parts of the State, and we believe that they are reasonably accurate. However, we should be very pleased to receive your criticism on any of them which you may believe to be in error.

We would request that you give this matter as early attention as possible as this work will be advertised for August 24th, and it is necessary that we get the approval of the Office of Public Roads as soon as possible.

In order that you may know just what we are up against in the matter of Federal Aid Projects, we are enclosing herewith a copy of the Unit Price Analysis Sheet which we have to make out. On future Federal Aid Projects in your District we would appreciate receiving as complete data as possible, as it is very difficult to make an intelligent analysis without being familiar with the actual field conditions.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dictated by J. W. DeSouza.
ET

Enc.

Form 102.

# Oregon State Highway Commission

Report of Abrasion Test

Field No. 5577

Lab. No. 1674

County Wasco

Date reported August 7, 1920

Job Butte Creek Rock. John Day Highway.

Material Rock

Sampled by K.D.Lytle

To be used Macadam, top and base

Location---Sta. 604

Abrasion per cent wear----------2.84

Specific gravity----------2.60

Testing Engineer----------

cc Office
K. D. Lytle
M. O. Bennett
Files.

Form 101.

PR
47

# Oregon State Highway Commission

Report of .....Abrasion Test.....

Field No...3578.....

County .....Wheeler.....

Job .....Butte Cr.-Rest.-John Day Highway

Sampled by .....K. D. Lytle.....
Location---300' east of Sta. 680-

Lab. No.....1678.....

Date reported .....August 3, 1930.....

Material .....Rock.....

To be used ...Macadam top & base surface

Abrasion per cent wear-----3.12

Specific gravity-----2.68

The material represented by this sample is suitable for use in macadam.

Testing Engineer-----

Office ✓
Bennett
K.D.Lytle
Files.

Form 101.

# Oregon State Highway Commission

Report of .....Rock Test.....

Field No.....3879.....

Lab. No.....1676.....

County .....Wheeler.....

Date reported .....August 7, 1929.....

Job .....Butte Cr. - Sect. John Day Highway

Material .....Rock.....

Sampled by .....K.D.Lytle.....

To be used ..Macadam, top & base course

Location---Sta. 885(463 Sta. from beg. of project and of project Sta. 918)

Abrasion per cent wear----------4.26

Specific gravity----------2.66

Material represented by this sample is suitable for use in macadam.

Testing Engineer----------

cc Office
Bennett
Lytle
Files.

April 17, 1920.

File: 35"D

Mr. K. D. Lytle,
Fossil, Oregon.

Dear Sir:

This is to advise you that the job prefix for the Butte Creek Section has been changed from 35"B to 35"D. Will you kindly use the latter prefix hereafter on all charges in connection with this job.

Very truly yours.

HERBERT NUNN,
State Highway Engineer.

By

For Office Engineer.

HBG-HN

account

C.C. to W.O.Bennett

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON
April 15, 1920.

Engineering - Post Roads.
Oregon F.A. 4 & 6.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of April 10th, relative to the use of under-gauge corrugated culvert pipe on Oregon Federal Aid Projects Nos. 4 & 6. Inasmuch as the use of this under-gauge pipe has been your practice for some time and is actually specified in some work of lower standard, we do not feel that we would be justified in this particular case in disallowing Federal Aid for the entire project on this account. The cost of culverts constructed of material which does not comply with your specifications will have to be paid by you, because we could not certify a voucher containing these items.

We are making a special case of this and do not wish to create the impression that we will participate in the payment for a project, any part of which does not reasonably comply with specifications.

Very truly yours,

C.H. Purcell

District Engineer.

Noted
DHP
JWB

U.U. to N.W.Bethel

March 27, 1920.

File: 122

Mr. H.O.Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have a letter from the Bureau of Public Roads, stating that their field inspector reports that the gauges of Corrugated Iron Pipe in sizes 18" and above, used in connection with the Butte Creek Section of the Service Creek Valadez Ranch Project are below those stated in our Standard Specifications. They state also, that Federal cooperation cannot be allowed upon items of this kind which do not fully comply with our specifications.

We would request, therefore, that you investigate this matter and advise us as to your findings. Your attention in this connection is called to a Circular Letter issued on October 31st, 1919, stating that all Corrugated Iron Culvert Pipe delivered subsequent to that date must fully comply with the specifications as regards gauge of metal. It would appear that a considerable part of the Corrugated Iron Pipe delivered for use on the Service Creek-Valadez Ranch Project must have been delivered after that date. If this is the case, we would like to have a complete statement as to why such pipe was not rejected.

The Bureau of Public Roads has further requested that we submit to them a report in regard to the gauges of all Corrugated Iron Culvert Pipe being used upon Federal Aid Projects. You will therefore, please make an investigation of this matter and let us hear from you at your earliest convenience.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-HM
C.C. to N.W.Bethel

CC

CC

3-4B

March 26, 1920.

File:122

Mr. W. G. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are in receipt of your letter of March 24th with further reference to force account bill covering certain work done in repairing a detour road in connection with the Butte Creek Section.

After reading this letter over, I am afraid that you misunderstood my letter of the 18th, returning this bill for reconsideration. I did not have in mind refusing payment upon this particular bill, and inasmuch as this work was authorized by Mr. Lytle and by Mr. Bethel as force account work, and the contractor was instructed to this effect, I believe that the bill should be allowed. My idea in returning the bill was to call to your attention the fact that it is not our general practice to allow any payment to contractors for work in connection with keeping existing roads open to traffic. There are of course, conditions under which the contractor should be allowed payment upon work of this kind, and although I do not believe that in this particular case, the payment should have been allowed, the fact that it was authorized by both the resident and the district engineers should be taken into consideration, and for this reason payment made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

S.H.P.-W

C.C. to N. T. Bethel
K. D. Lytle

...WAY COMMISSION

SALEM

RECEIVED
MAR 25 1920

PENDLETON, March 24, 1920.

35 GB

Subject: Work order #2,
Butte Creek Section.

Attention Mr. Probert.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have yours of March 18th with work order #2, Butte Creek Section, attached. You returned this for the reason that the expenditures were incurred by repairing a detour road and ask for further information.

Have written Mr. Bethel, District Engineer, with copy to Mr. Lytle, advising that the order is cancelled and to make the fact known to the contractor.

I passed this on for the reason that the resident engineer had promised the contractor that he would receive pay for same and that it was a road over which the engineering party had to travel. As I understand, the work was done at the instruction of the resident engineer and with the OK of the District Engineer. I felt it was a special case to some extent, also I do not believe the specifications state that contractor is to pay for same. Your correction is well taken and we will act accordingly.

Very respectfully,

M. O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

ANSWERED
S.H Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE

REFER TO FILE NO.

March 23, 1920.

Engineering - Post Roads,
Oregon F.A. 4 & 6.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

It is noted in recent inspection reports of Project Nos. 4 and 6 that all of the corrugated iron culvert pipe 18 inch and over is under-gauged. In view of the fact that your specification is very explicit as to thickness of pipe, it does not appear that the use of thinner pipe should be permitted, and we feel that we will be obliged to withhold approval of items in vouchers which we know to not conform substantially with the specification of requirements.

It is suggested that you take immediate steps to investigate culvert pipe being used on other Federal Aid projects and have any under-gauge pipe replaced by material which conforms with specification thickness.

If you desire to modify your specification to permit the use of pipe containing 3/10 of 1% impurities, this matter should be covered by special provisions until your specifications are revised.

Yours very truly,

C. J. McKenny
Acting District Engineer.

15

ANSWERED
H Probert

March 18, 1920.

File: 33 GB

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are returning herewith Force Order No. 2, under Contract No. 183.

This order covers work in connection with the construction of a short detour road for the purpose of handling traffic during construction. As it is generally understood that the contractor will take care of the construction of such detours, and of the handling of traffic over the section under construction, we do not believe that this work should be paid for on a force account basis. We would at least like to be advised as to how this particular work differs from a very considerable amount of work which is done upon almost all of our construction jobs in order to keep the road open to traffic during the period of construction. It is not our idea to work any hardship upon the contractor, but we do not believe that a precedent should be established allowing payment to contractor for work of this kind. Kindly let us have your opinion in this matter.

Very truly yours,

HERBERT MUNN,
State Highway Engineer,

By

Office Engineer.

SEP-MM

C.C. to N. W. Bethel

State Highway Department

Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

January 12, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

On January 12, the Secretary executed the project agreement and certificate to cover Oregon project No. 4. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures.

leb-dp

Form P. R. I. 2

State ...Oregon.....

Project No. ...4.....

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of November 19 19,

by and between the State Highway Commission of Oregon

..., constituting

~~for the purpose hereof, the Highway Department of the State of~~ ...

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 19th day of October 19 17,

a project statement, which was approved by the Secretary on the 4th day of December, 19 17, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 12th day of January, 19 20 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

twenty-seven thousand, seven hundred and twenty-four and 95/100 ...

dollars ($7,724.95) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of Bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal Aid offered

(By act of the Legislature of (date and citation), appropriating dollars.)

* (*b*) By the County of

(By tax levy or bond issue authorized by act of (date and citation).)

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 422.0, near city limits of Fossil, and survey station 924.0, near Butte-Service Creek Divide

terminal points, a distance of 9.47 miles, known locally as the John Day Highway, Wheeler County - Butte Creek Section.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

AY DEPARTMENT.
in the construction of said
it:





(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of twenty-seven thousand, seven hundred and twenty-four and 95/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 50 per cent of fifty-five thousand, four hundred and forty-nine and 90/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... (Official or depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)~~

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ..... the State Treasurer, Salem, Oregon ..... (Official or depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State ..... (State or county.) of ..... Oregon ..... (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the

.....13th..... day of .....January....., 19..20..

.....State Highway Commission of Oregon.....
(Official title of Highway Department.)

By .....

.....Chairman, State Highway Commission.....
(Title of officer.)

By .....

.....Member, State Highway Commission.....
(Title of officer.)

[SEAL.]

By .....

.....Member, State Highway Commission.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

[SEAL.]

.....
*Secretary of Agriculture.*

O

.....
*Secretary of Agriculture.*

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from survey station 422.0, near city limits of Fossil, and survey station 924.0, near Butte-Service Creek Divide

..... locally known as John Day Highway, Wheeler County - Butte Creek Section and designated in the records of this Department as Project No. 4, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 55,449.90 as the total estimated cost of said project, and the sum of $ 27,724.95 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 12th day of January one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

*Secretary of Agriculture.*

S. H. D. FORM 39 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

35 43

January 3rd, 1920

County of Wheeler — Week from Dec 27th 1919 to Jan 3rd '20

Highway John Day — Number in party 3

Section Butte Creek — Survey will be completed

Camp location Fossil

Mail address Fossil - Freight & Express to Gordon & Fossil Stage

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Monday 29th Worked in office.

Tuesday 30th Run line sta. 836+00 to 842+00 and levels from sta. 818+00 to 830+00. Completed location of line this date.

Wednesday 31st Run levels from sta 830+00 to 842+00 and preliminary x-sections from sta. 742+00 to 763+00. Levels over line completed this date. Station gang started to work this date from station 905+50 to 918+50 on summit between Butte & Camas rock.

Thursday Jan 1st Holiday - Part of crew in the office and laying out and picking for sections. Weather cold and heavy fog all week.

RECEIVED
JAN 14 1920

Signed K. D. Fife

Title Res Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon 4.

December 19, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to Oregon Project No. 4.

We return herewith triplicate copies of Project Agreement, as we find you have omitted to insert the date of signing on the first page and you have also omitted to place your seal on the seventh page.

Yours very truly,

C. J. McKesson

(3 Encs.)

Acting District Engineer,

RECEIVED
DEC 1919

FORM 8A SM-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

November 10, 1919.

Mr. S. Benson, Chairman,
Oregon State Highway Commission,
Terry Apts.,
425 Ocean Ave.,
Long Beach, California.

Dear Sir:

Please find enclosed in triplicate project agreement covering OregonProject No. 4 which is the Butte Creek section of the John Day Highway in Wheeler County. This project is 9.47 miles in length and and Federal cooperation is asked on this to the extent of $27,724.00, being 50% of the total estimated cost of $55,449.90.

If this meets with your approval please sign all three copies and forward to Mr. Booth requesting him in turn to forward to Mr. Burgess.

Yours truly,

RECEIVED
NOV 17 1919
STATE HIGHWAY ENG'

R. A. Klein
Secretary.

RAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering Post Roads
Oregon 5, 8 and 4

November 10, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In a recent inspection report of Oregon project No. 5, the following statement is made:

"The now grade is deeply rutted by traffic in may places. The volcanic ash soil has been pulverized by traffic and scattered by the wind. The rocky sections are negligible in length. An unsurfaced road in this material is not only impassible, at certain seasons of the year, but also requires continual maintenance. River gravel and basalt rock are available within reasonable hauling distance of the project which will make a surface sufficient to meet local requirements."

It would appear from the photographs accompanying the report that unless this road is surfaced that much of the benefit from the grading will be lost as the ditches are filling and the grade flattening out.

The same condition appears to exist on Oregon project No. 8, except between stations 109 and 130 where rock excavation makes the road passable.

Oregon project No. 4 is reported to be adobe and without surfacing will probably be a very unsatisfactory road.

We would be pleased to know what plans, if any, you have for the surfacing of these roads. It seems that something should be done if possible in order to give the public passable roads in view of the considerable sums already expended on the grades.

Yours very truly,

C. H. Purcell

District Engineer.

Receipt acknowledged
To be referred to Commissioner
Dunn.

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

July 26, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 4

State Highway Commission,

Salem, Oregon.

Gentlemen:

Replying to Mr. Probert's letter of July 25, regarding structures on Oregon Post Road No. 4, we suggest that structures to be built be marked (new) and existing structures to be left intact, be marked (in place). If a structure carries no notation whatever, and especially where a new structure is to replace an old one on the same site, doubt may arise as to whether the proper notation may not have been omitted through inadvertence. This question could possibly be settled by careful scrutiny of the Summary of Quantities, but it would be a convenience for our engineers, particularly on plans-in-hand inspections, if <u>all</u> structures were appropriately designated.

Very truly yours,

C. H. Purcell

Acting District Engineer.

July 25, 19191

Mr. C. H. Purcell, Acting District Engineer,
Bureau of Public Roads
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of July 23d with reference to Oregon Post Road Project number 4.

In order to show the information requested as regards the actual station numbers of the locations of each of the culverts and other structures involved in this project, we have had this information added to our tracings, and are sending you under separate cover, blue print copies thereof.

It is our practice to indicate any structures or culverts which are in place, and which will not be included in the contract as "in place". Inasmuch as the number of structures in place is very small as compared with the number of new structures required, we have considered it unnecessary to indicate by special note for each structure, the fact that it is to be included in the contract. If this is required by your office to be done, kindly advise the notation or other convention which should be used to indicate that the structure is not already in place.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

SHP-HH

# UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

July 23, 1919.

POSTOFFICE BUILDING
PORTLAND, OREGON,

IN YOUR REPLY PLEASE
REFER TO FILE No.
451 - Oregon 4

State Highway Commission,

Salem, Oregon.

Gentlemen:

Replying to your letter of July 19, we would state that the lack of certain excavation quantities mentioned is unimportant, and will not cause us to hold up the estimate on Oregon Post Road No. 4.

It is noted, however, that no mention is made of our item (d), and we repeat our request for further information in this regard, which we presume you can furnish readily. Especially important is the distinction between structures to be left in place and those to be constructed.

Very truly yours,

S. H. Probert

Acting District Engineer.

P.R.#4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON,

July 11, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE No.....
481 - Oregon 4

State Highway Commission,

Salem, Oregon.

Gentlemen:

In regard to Oregon Federal Aid Post Road Project No. 4, John Day Highway, Wheeler County, Butte Section.

The following matters are called to your attention:

(a) Profile scale shows ratio of 1 to 20. Our standards call for a ratio of 1 to 5, or 1 to 10, of vertical to horizontal.

(b) No vertical curves are shown. We assume that quantities have been computed with proper vertical curves inserted.

(c) Stations of breaks of grade not shown in all cases.

(d) Stationing of culverts and bridges not noted, nor is statement made as to whether structures noted are existing or to be constructed.

(e) Detailed plans of three 17-foot spans wooden bridges specified on summary have not been submitted. We presume that you have standard drawings covering these structures, but we fail to discover any copies of same in our files.

(f) Exact stationing of beginning and ending of project not shown on detailed plans nor does the same correspond to sketch map on title page.

While (a), (b) and (c) are not vital, we should have definite information on (d), (e) and (f). We suggest that you forward triplicate copies of bridg- plans with authority for this office to attach same to original plans. These plans may be referred to when submitting similar structures in the future.

Very truly yours,

Acting District Engineer.

ANSWERED
S. H. Probert

PR #4

July 19, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are in receipt of your letter of July 11th, in regard to the Project plans for Oregon Federal Aid Project # 4, Butte Creek Section of the John Day River Highway in Wheeler County.

We note what you say in regard to our plans not complying entirely with the requirements of your office. While these discrepancies are largely due to the fact that the plans for this project were among the first prepared by this Department, and were prepared under requirements somewhat different than those of the present time, most of the discrepancies referred to could have been corrected if proper attention had been given in this office prior to their final submission. We are very sorry that this has occurred, and will attempt to avoid a recurrence in future plans.

In accordance with your request, we are sending you under separate cover, three blue prints of our standard design for 17 ft. Span Wood Bridges. In order that there will be no misunderstanding in regard to the spans covered by these plans, we would call your attention to the fact that the title states that the plans cover designs for 19 and 23 foot spans. Under the plans for the 19 foot spans, however, you will find a note to the effect that the same standards with regard to size of members, spacing of joists, etc., applies to spans from 15 to 18 feet inclusive.

As regards the exact stationing of the beginning and ending of this project, will say that we desire to include all that part between stations 422 plus 00 and 924 plus 00. In checking over the plans, however, we find that no cross sections are given between Stations 919 plus 83.2 and stations 924 plus 00, and that the quantities between these two stations have not been included in our summary or in our estimate. Inasmuch as we desire to receive bids upon

this project on August 5th, and as the quantities involved between these stations are not great, we very much desire to have the project put through if possible without any changes in these estimates, as any changes would necessarily result in delays which would prevent our receiving bids at the time stated. If, by making any changes in your office, you can put these plans through without having to refer them back to this office, you may consider this letter as giving you authority to do so.

Yours very truly,

HERBERT HOOK,
State Highway Engineer.

By

Office Engineer.

SEP-MM

I, _____, hereby certify that I am the duly appointed postmaster of the postoffice khown as Fossil, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the John Day Highway, running from Fossil to Sarvice Creek Summit, is used as a rural free delivery route for the entire distance between the point above given, which is 9.47 miles.

(Signature) _____
Postmaster at Fossil, Oregon.

This form comprises five pages.

1

O. P. R. and R. E.
U. S. Dept. of Agr.
Form No. PR. 1.1

State .....
Fiscal Year .....
Project No. .....
(Not to be filled in.)

# PROJECT STATEMENT

AS REQUIRED BY

## FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE) Oct 19 1917

THE SECRETARY OF AGRICULTURE,
*Washington, D. C.*

SIR:

The State of OREGON pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 1917. The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road John Day Highway
2. Located between Fossil and Service Creek Summit County of Wheeler
3. Distinguishing marks on sketch plan to identify project Town of Fossil and Butte Creek drainage.
4. Points of beginning and ending Beginning Fossil, end summit.
5. Length (gross) 9.47 (net) 9.47

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route 9.47 ; miles of project used as a star route 9.47 ; miles of project not used as either rural or star route none

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction all used now and no reason to believe such will not continue to be the case.

8. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each none

9. Tolls collected on roads or bridges on this project, if any none

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1) Is a part of State Highway System, and section of John Day Highway.

11. Purpose to be served by project Post road, local traffic, comprising hauling wool, lumber, produce, supplies, and also through traffic, connecting up with Idaho State Highway System

12. Improved roads adjacent or contiguous and type of each None

This is a portion of contemplated construction opening up a large and productive territory.
(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Serving John Day Valley between mouth of Rock Creek & Service Creek, Daily mail and approximately daily average ( 8 months in the year) horse drawn vehicles 15, autos 10.

14. Description and present condition of traveled way Part medium country road, part narrow, crooked and rough. Almost impassible in winter.

15. Width of existing right of way.... 30 to 100 feet.

16. Proposed width of surfacing no surfacing required on the road.

17. Proposed type of construction earth

18. Location, nature, and extent of deposits of local materials suitable for use on this project

none required

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet

none

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

(a) State Highway Commission. (b) State Highway Commission.

21. State's share of cost of construction to be provided by

Sale of bonds under Chap. 175 Laws of 1917, Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act. The State will co-operate to the extent of 50 percent of the actual expense of the project.

22. Funds for maintenance to be provided by See Resolution following.

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, G. Ed Ross, duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

G. Ed Ross.
G. Ed Ross,
Secretary.

24. Preferred order for this project with regard to other projects contemplated Have no particular preference except we hope project may be approved and work started at as early a date as possible.

25. Reconnaissance estimate of cost of project:

Made by B.H.McNamee & M.O.Bennett Date Oct. 1st, 1917

| Approximate Quantity. | Unit. | Item. | Price. | | Amount. | |
|---|---|---|---|---|---|---|
| 38,900 | Cu. yds. | Excavation, 16 %, Rock | 0 | 60 | 23,340 | |
| | Sq. yds. | Surfacing of | | | | |
| 2-16' spans | | Structures under 20′ span | 500 | | 1,000 | |
| 1384 | Lin.ft. | Other items culv.pipe | 1 | 50 | 2,076 | |
| 486 | cu.yds | stone masonry | 8 | | 3,888 | |
| 900 | Lin.ft | wood flume 12"-12" | | 50 | 450 | |
| 22 | acres | clearing | 75 | | 1,650 | |
| 660 | sq.rds | Structures over 20′ span grubbing | 1 | 50 | 990 | |
| | | | | Subtotal, | 33,394 | 00 |
| | | | | 10% Engineering and Contingencies, | 3,339 | 40 |
| | | | | Total, | 36,733 | 40 |

Length, 9.47 miles.

Cost, $ 3878.92 per mile.

This estimate approved by:

Herbert Nunn Herbert Nunn

(Title) State Highway Engineer.

26. Percentage of estimated cost desired from Federal Government 50 %

Amount, $

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer, Salem, Oregon.

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project accompany this statement herewith, form 38.

30. Additional remarks:

For a number of years to come a common earth road well graded and drained, will be sufficient in this part of the state to accomodate all travel.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

(Official title of Highway Department.)

By [signature]

(Title of officer.)

By [signature]

(Title of officer.)

By [signature]

(Title of officer.)

October 31, 1917.

Dr. L. I. Hewes, District Engineer,
Broadway Yamhill Building,
Portland, Oregon.

Dear Sir:

Attached herewith find statement from the postmaster at Fossil, to be attached to our project statement in connection with the highway from Fossil to Service Creek.

Very respectfully,

STATE HIGHWAY COMMISSION,

By

Secretary.

CER/HI

I, John W Hughes hereby certify that I am the duly appointed postmaster of the posteffice known as Fossil, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the John Day Highway, running from Fossil, Oregon, to the Divide between Butte and Sarvice Creeks is used as a Star Route (No. 73471) for the entire distance between the points given above, which is 9.47 miles.

John W. Hughes
POSTMASTER AT FOSSIL, OREGON.

---

State of Oregon }
County of Wheeler } ss

I, Ford Hendricks, a Notary Public in and for the State of Oregon, do hereby certify that on this 17th day of Sept A.D., 1917, personally appeared before me John W Hughes, to me known to be the individual described in and who executed the above instrument, and acknowledged that he executed the same as his free and voluntary act and deed.

Given under my hand and official seal this 17th day of Sept, A.D., 1917.

Ford Hendricks
NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES
June 25 1919

October 11, 1917.

Mr. D. E. Baxter,

Spray, Oregon.

Dear Sir:

I wish to thank you for your certificate dated October 5, regarding the mail service in your vicinity. This has been forwarded to the engineer and will be included in one of our project statements.

Respectfully,

STATE HIGHWAY COMMISSION,

By

Secretary.

Spray, Oregon, Oct, 5th, 1917.

State Highway Commission,

Salem, Oregon.

Gentlemen:-

I hereby certify that I am the duly appointed post-master at Spray, Oregon, and that I am familiar with the roads over which the United States mails are carried.

That that portion of the John Day Highway from Condon, via Fossil,and Spray to Dayville, is the only feasible route for the heavy mails between these points, and if constructed, will not only make possible a faster service between these points, but will greatly reduce the cost of transporting the tons of parcel post that the Postal Department is handling onto this interior country.

The route from Dayville down the John Day River for fifty miles will have very little snow in Winter, and truck service can be maintained throughout the greater part of the year when this highway is completed.

Very respectfully,

D. E. Baxter

Postmaster, Spray, Oregon.

CONTRACT #191

SEE: CONTRACT #172

191 SEE: Contract 172

CONTRACT # 196,252

PR 42 Echo-Pendleton 1920-1923

196,252

15667—6M—6-21.

# Oregon State Highway Commission

## REPORT OF SAND TEST

Date Reported 11/13/22 Lab. No. 13548

Source Umatilla Ore Field No. 5926

County Umatilla

Quantity Represented Job Hanc-Rieth

To be used Class A concrete Sampled by C D Jones

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 6.0 | 18.6 | 23.6 | 50.6 | 85.8 | 95.4 | 4.6 |
| | 8.1 | 16.7 | 47.4 | 84.6 | 95.2 | |

### Strength Tests
1 cement: 3 sand

| Compression | | | | Tension | | | |
|---|---|---|---|---|---|---|---|
| This Sand | | Standard | | This Sand | | Standard | |
| 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days | 7 Days | 28 Days |
| 1620 | | 1618 | | 380 | | 305 | |
| 1721 | | 1716 | | 335 | | 306 | |
| 1721 | | 1822 | | 375 | | 320 | |
| 1697 | | 1686 | | 363 | | 310 | |

This sand 13.7 % Water.

Standard sand 10.4 % Water.

| Compression | Tension | |
|---|---|---|
| 100.0 | 117.0 | per cent of standard sand, 7 days |
| | | per cent of standard sand, 28 days |

Remarks: 7 day tests indicate that sand represented by this sample is suitable for use in Class A concrete.

cc Office
C B McCullough
H B Idsak
C D Jones

Testing Engineer.

Form 1212A

| CLASS OF SERVICE DESIRED | |
|---|---|
| Telegram | |
| Day Letter | ✓ |
| Night Message | |
| Night Letter | |

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| Receiver's No. |
|---|
| Check |
| Time Filed |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SEPTEMBER 6, 1922

PRN
1 n

CLIFTON, APPLEGATE & TOOLE,,
HUTTON BUILDING,
SPOKANE, WASHINGTON.

HOTEL IN WHITMORES ABSENCE ADJUSTMENT ALLOWED BY COMMISSION FOURTEEN THOUSAND SIX HUNDRED DOLLARS STOP TOTAL ESTIMATE NOW BEING WRITTEN EXCLUDING RETAINED PERCENTAGE BUT INCLUDING ADJUSTMENT IS SIXTEEN THOUSAND EIGHT HUNDRED DOLLARS STOP VOUCHER COVERING WILL BE MAILED TOMORROW.

ERNEST HUNT

NOTED
C.H. WHITMORE

...sts
...ply.
...dy we have
...it, please?
...APH COMPANY

Form 1206

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Telegram | |
| Day Letter | Blue |
| Night Message | NMe |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

B15PO SN 24 NL

SPOKANE WASH SEP 5 1922

CHARLES H WHITMORE

28

STATE HIGHWAY COMMISSION SALEM ORG

PLEASE ADVISE BY WIRE IF ECHO CLAIMS WERE PASSED BY COMMISSION ON TWENTY NINTH IN AMOUNT RECOMMENDED BY YOU AS YOU INDICATED TO ME

J M CLIFTON

812A 6

NOTED
C. H. WHITMORE

S

[illegible] therefore, we have prepared no further report than the one which I discussed with you.

Very truly yours,

CHW:M2

STATE HIGHWAY ENGINEER

BY
Assistant Engineer.

August 17,1922

Clifton Applegate & Toole,
Contractors,
Spokane,Washington.

Attention J. L. Clifton

Dear Sir:

Please be advised that my report concerning the adjustment of claims on your Echo-Reith contract has been summitted to mr. Munn and in turn submitted by him to the State Highway Commission. mr. Wein advises me that they have not yet taken definite action.

In regard to the further consideration of claims which we discussed at my last meating with you in Portland, please be advised that I discussed this matter with both Mr. Munn and Mr. Wanser and that they were both of the opinion that in consideration of the study which we gave the claim as a whole that you were not entitled to further compensation; therefore, we have prepared no further report than the one which I discussed with you.

Very truly yours,

CHW:MP

STATE HIGHWAY ENGINEER

BY
Assistant Engineer.

INCORPORATED

HUTTON BUILDING
SPOKANE, WASH.

**CLIFTON, APPLEGATE & TOOLE**
RAILROAD CONTRACTORS

Spokane, Washington.

August 7th. 1922.

Mr. Chas. H. Whitmore,
c/o Mr. Herbert Nunn, State Eng.,
Salem, Oregon.

Dear Sir:-

Mr. Clifton has requested me to write you in regard to the Reith-Echo matters. When Mr. Clifton saw you last he expected that he would have to be in Portland on August 1, in connection with the Collins matter, but this suit has been postponed until the Federal Judge holds Court in Pendleton, which we understand will not be for several months. Mr. Clifton expected to see you the first part of this week either in Salem or Portland but found it was necessary for him to go to Montana in regard to some work which we have there and it is possible he will not be able to see you this coming week. However, he will appreciate very much your writing him a letter letting him know the status of our claims.

Yours very truly,

CLIFTON, APPLEGATE & TOOLE,

GDL/L

ANSWERED
C.H.W ITMORE

By - [signature]

[illegible]

1921

[illegible]
B. GLASYER

Signed [signature]

Title Res. Engr.

PR 2

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Echo - Pendleton  Date 12/23, 19 21

Week from 12/19 to 12/25

Highway Columbia River  Job Prefixes 20 CE #2

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Umatilla

Survey will be completed about  Number in party 3

Camp location Pendleton

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

No field work on job. Contractor has practically completed the job.

RECEIVED
DEC 27 1921
R. B. GLAISYER

Signed H. H. Robinson

Title Res. Engr.

October 21, 1921.

Porter & Comley,
Railway Exchange Bldg.,
Portland, Oregon.

PR #42

Gentlemen:

Mr. Baldock has forwarded to us a claim recently submitted by you, covering certain force account work between Stations 1147 + 50 and 1165 + 75 of the Echo - Pendleton Section. The amount of this claim is $2,314.48, and the work was done during the month of October, 1920.

This will advise you that payment for the work involved was made under our voucher #3002, and that warrant $45,109 in the amount of $2,307.90, in payment thereof, was mailed to you on March 22nd, 1921.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By [illegible]
Office Engineer.

SHT:EB
C.C. to R.H. Baldock.

...NEERS

ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
October 17, 1921.

Pendleton-Reith-
Re: Porter & Conley's
bill for maintenance-

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

On March 7th I transmitted to your office an invoice from Porter & Conley for placing 583 cubic yards crushed gravel @ 2.25 per cubic yard, and 1166 cubic yard miles payhaul @ 50¢, and force order for earth filler amounting to $420.62, covering maintenance on the Pendleton - Reith section of the Columbia River Highway in Umatilla county.

The total amount of this bill, according to our records, would be $2,315.37. I inclose herewith letter from Porter & Conley making claim for this work for $2,314.48. The difference of 89¢ seems to be in the force order for placing earth filler, which can be checked in your office.

Please refer to your letter of November twentieth to this office in regard to this matter.

I would appreciate your taking this matter up direct with Porter & Conley.

Very respectfully,

R H Baldock

RHB/V

ANSWERED
S. H. Prob't

Incls.

Division Engineer.

cc- Porter & Conley.

October 30, 1920

Oregon State Highway Commission,

Salem, Oregon

**To PORTER AND CONLEY, INC. Dr.**

NO._____ PER_____

Force Account work performed between Station 1147-50, 1183-75 on the Echo-Pendleton Section, Columbia River Highway, Umatilla County as per Contract No. 252.

Placing Dirt Filler

| October | 9 | 11 | 12 | 14 | 15 | 16 | 17 | Hrs. | Rate | Amt. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Foreman | | | 12 | | | | | 12 | 8.00 | 12.00 | |
| 2 Up Fresno | 8 | 8 | 8 | 16 | 16 | 20 | | 76 | 10.00 | 95.00 | |
| Labor | | | 4 | 20 | 10 | 10 | 10 | 54 | 5.00 | 33.75 | |
| Motor Truck | | | 22 | 20 | 30 | 04 | | 76 | 25.00 | 237.50 | 378.25 |
| | | | | | | | | | Ind. Ins. 3% Less 20% | | 3.32 |
| | | | | | | | | | | | 381.57 |
| | | | | | | | | | Plus 10% | | 38.16 |
| | | | | | | | | | | | $419.73 |

| | | | | |
|---|---|---|---|---|
| H.M.Stuart | 1.4 | @ | 8.00 | 12.00 |
| M.Grant | 3.6 | @ | 5.00 | 18.75 |
| C.Klinkenberg | 3 | @ | " | 15.00 |
| G.L.McGuire | 2.4 | @ | " | 12.50 |
| L.Anderson | 2 | @ | " | 10.00 |
| J.Allen | 1.2 | @ | " | 6.25 |
| Pete Matheson | 1 | @ | " | 5.00 |
| L.W.Cox | 3 | @ | 6.20 | 18.60 |
| J.R.Cox | 3 | @ | 6.20 | 18.60 |
| P.Spalinger | 3.4 | @ | 6.20 | 21.70 |
| | | | | 138.40 |

Maintenance Gravel Furnished

| | | | |
|---|---|---|---|
| 583 yds. gravel | 2.25 | 1311.75 | |
| 1166 " Pay haul | .50 | 583.00 | 1894.75 |
| | | | $2314.48 |

October 30, 1920

Oregon State Highway Commission,

Salem, Oregon

TO PORTER AND CONLEY, INC. DR.

NO. PER

Force Account work performed between Station 1147-50, 1183-75 on the Echo-Pendleton Section, Columbia River Highway, Umatilla County as per Contract No. 252.

Placing Dirt Filler

| October | 9 | 11 | 12 | 14 | 15 | 16 | 17 | Hrs. | Rate | Amt. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Foreman | | | 12 | | | | | 12 | 8.00 | 12.00 | |
| 2 Up Fresno | 8 | 8 | 8 | 16 | 16 | 20 | | 76 | 10.00 | 95.00 | |
| Labor | | 4 | 20 | 10 | 10 | 10 | | 54 | 5.00 | 33.75 | |
| Motor Truck | | | 22 | 20 | 30 | 04 | | 76 | 25.00 | 237.50 | 378.25 |
| | | | | | | | | | Ind. Ins. 3% Less 20% | | 3.32 |
| | | | | | | | | | | | 381.57 |
| | | | | | | | | | Plus 10% | | 38.16 |
| | | | | | | | | | | | $419.73 |

| | | | | |
|---|---|---|---|---|
| H.M.Sturat | 1.4 | @ | 8.00 | 12.00 |
| M.Grant | 3.6 | @ | 5.00 | 18.75 |
| C.Klinkenberg | 3 | @ | " | 15.00 |
| G.L.McGuire | 2.4 | @ | " | 12.50 |
| L.Anderson | 2 | @ | " | 10.00 |
| J.Allen | 1.2 | @ | " | 6.25 |
| Pete Matheson | 1 | @ | " | 5.00 |
| L.W.Cox | 3 | @ | 6.20 | 18.60 |
| J.R.Cox | 3 | @ | 6.20 | 18.60 |
| P.Spalinger | 3.4 | @ | 6.20 | 21.70 |
| | | | | 138.40 |

Maintenance Gravel Furnished

| | | | |
|---|---|---|---|
| 583 yds. gravel | 2.25 | 1311.75 | |
| 1166 " Pay haul | .50 | 583.00 | 1894.75 |
| | | | $2314.48 |

PR42

September 14, 1921

Concerning sub-contract of Kenonen and Burt from Clifton, Applegate & Toole, contract No. 196, Echo-Pendleton.

Mr. J. P. Kenonen,
Malin, Oregon.

Dear Sir:

Your letter of September 9th concerning work which you did on the Echo-Pendleton Highway for Clifton, Applegate & Toole, received.

Final settlement has not been made with Clifton-Applegate & Toole by the State Highway Commission because Clifton-Applegate & Toole have not furnished cost data for some claims which they have presented. However, settlement has been made with them for the portion of the work which was sub-let to you and you should be able to collect in full the amount which is due you from them, as set forth herein.

Your letter calls attention to the "Big Cut" which we believe to be the cut between Stations 593 plus 60 and 603 plus 45 as shown by Resident Engineer Waller's reports.

The final classification of this cut was made by Whitmore and Wanser and following quantities allowed and payment made to Clifton, Applegate & Toole: 2414.9 cu. yds. common, 1313.2 cu. yds. intermediate, 3922.8 cu. yds. solid rock and 1519 cu. yds. overhaul.

The above quantities at your sub-contract prices should produce the amount of $5641.57, the total earned by you in excavating the big cut. A portion of this amount has been paid to you by Clifton, Applegate & Toole. We believe, according to your letter that you have been paid $2,937.60, if such is the case Clifton, Applegate & Toole owe to you for work done in the "Big Cut" (stations 593 plus 60 to 603 plus 45.), $5641.57 less $2937.60 or $2703.97.

Previous Payments.
sta. 593 plus 60 to 603 plus 45.

| | | | |
|---|---|---|---|
| 1812 cu. yds. | common | @ .30 | $ 543.60 |
| 3710 " | intermediate | .50 | 1855.00 |
| 490 " | solid rock | 1.10 | 539.00 |
| - | overhaul | | .00 |
| | Previous payment | | $2937.60 |

Amount Earned in Big Cut
Stn. 593 plus 60 to 603 plus 45

| | | | | |
|---|---|---|---|---|
| 2414.9 | cu. yds. | common | .30 | $ 724.32 |
| 1313.2 | " | intermediate | .50 | 656.60 |
| 3923.8 | " | solid rock | 1.10 | 4315.00 |
| 1519 | " | overhaul | .03 | 45.57 |
| | | Total earned by sub- | | $5741.57 |
| | | Previous payment | | 2037.60 |
| | | Due sub-contractor for work in big cut | | $3703.97 |

Our records show that you did work on other portions of the line and we have prepared a statement showing the total quantities moved by you, as shown by our final calculations.

Total quantities moved by Kennon and Burt:

| Stations | | | | Common | | Intermediate | | Solid rock | | Overhaul. |
|---|---|---|---|---|---|---|---|---|---|---|
| 544 plus 80 | to | 546 plus 20 | | 28.0 cu. yds. | | 17.2 cu. yds. | | 3434 cu.yds. | | 80 |
| 546 plus 20 | to | 569 plus 00 | | | | 2229.3 | " | 247.3 | " | 815 |
| 569 plus 00 | to | 561 plus 00 | | 166.0 | " | 116.1 | " | 3.3 | " | |
| 561 plus 00 | to | 593 plus 60 | | 7920.0 | " | 6.4 | " | 2.7 | " | 228 |
| 569 plus 00 | culvert excav. | | | | | 42.4 | " | | | |
| 593 plus 60 | to | 600 | | 999.1 | " | 6.2 | " | 1.7 | " | 1519 |
| 600 | to | 603 plus 45 | | 1415.8 | " | 1307.9 | " | 3921.1 | " | |
| Final Totals | | | | 10,536.9 cu. yds. | | 3731.6 cu. yds. | | 4210.9 cu. yds. | | 2362 |

The quantities above at your sub-contract prices show that you earned for your total work the following:

| | | | | |
|---|---|---|---|---|
| 10,536.9 | cu. yds. | common excavation | @ $.30 | $3,161.07 |
| 3,731.6 | " | intermediate | " .50 | 1,865.80 |
| 4,210.9 | " | solid rock | " 1.10 | 4,631.99 |
| 2,362 | " | overhaul | . .03 | 70.86 |
| | | Total earned by Kennon & Burt | | $9,729.72 |

Your attention is called to the fact that in making the above calculations we have used as the price for overhaul $0.03 per cu. yd. that being the price Clifton, Applegate & Toole receive. We have no records showing your sub-contract price for overhaul.

J. P. Komonen - #3 9-14-1921

The State Highway Commission have no records showing your accounts with Clifton, Applegate & Toole. We do not know how much has been paid to you by them, or what charges they may have against you. We know that Clifton, Applegate & Toole have been paid for the excavation quantities shown above for the sections which were sub-contracted to you. According to the quantites moved and your sub-contract prices you earned approximately $9,729.72. Clifton, Applegate & Toole owe to you the difference between $9,729.72 and payment already made to you.

Your letter of September 9th mentions right of way and wood on same which was obtained for the building of the highway. Please be advised that the County Court of Umatilla County secured and furnished to the State Highway Commission the necessary right of way, and all dealings you and your father may have had concerning right of way were with the County Court and not the State Highway Commission. If any agreement concerning right of way or wood on the same was made which was not fulfilled you should look to the County Court for settlement, not to the State Highway Commission.

The agreement for camp site of Clifton, Applegate & Toole was business with them, not with the State Highway Commission. In fact the State Highway Commission has had no contracts or agreements with you and are in no way indebted to you, but are glad to be able to furnish you with statement above which we trust will be of benefit to you in making a final settlement with Clifton, Applegate & Toole.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CH:LM

cc. Clifton, Applegate & Toole, Hutton Building, Spokane, Washington.

Fallon Nev
Aug 9th 1921

Answered Left in Office.

RECEIVED
SEP 13 1921
STATE HIGHWAY ENGINEER

Contract 196

Mr. Herbert Evans S.H.E.
Salem Ore

Dear Sir I cant understand Why There is So Low Bids for Contract for this Dirt work alone on Highway. for this Work I claimed it Ought Not Been given Law as it Stands. I will try and explain just how it Stands When Clifton Officials & Engineers offer Me the Contract I wanted to Be sure to Make Wages. and this was what I understanding was. Dirt 30¢ yd. Intermediate 50¢ for Intermediate road where Can Be Moved with out using Any Powder. But this Big Cut where I Lost Money I Must if I got all in Rock. it cost Me over $5000 00 Powder $401 00 and Rest was Labor that

6 & 12 in the Cut Eng. Waller Estimat
giving 1490 Rock 3710 Estimate 1812 in
Cut which Should Be 4200 In Rock
Now After Reading This fixed from
Waller I went Right to Him that
the Defent Do Cut it was in
agreement. he told me to Write
that they will make that all
Come out Satisfactory here
I have Been Heating one year and
No Settlement but think I am in
Debt over $3000.00 to Pendeton Defendt
Party and Paying In trust our Years now
which Should Been Payed Last fall
And this what I Fast in that Road
work. I would Not had this Defend
if I Kept out of that Road work
And it in a Dangert about this
Cut Not Been Hard Cement gravel
I have Been Round here that wont

for me in this Out and they Come
for Lware where is us to Blow Down
Otter Or Blast this was so Big
that Dr had to Blast more of
Now all this trouble and Delay Could
By Eng. Walker who was Looking over
this Road if he done what was
Justis there wouldent Be So much Extra
Expence I am Poor farmer with
9 in family to take Care off
and $300.00 Dollers in debt
all I ask to give Justis in this work
I done. give $1500.00 Dollars on Rock
all I ask. Please
other Wise I will Be Hard to Come to
Pay this Dept to My Creditors
and they are Set on My Heels
Why Not Giving Settlement from
Sight away I Have Proved Five
Months That I am as Right as the

Now all I Received from Cattle
Money & other Personal was Payed
to Labors & Board and family in
Need all the time it was Could Lee
Now or Need it Bad Right Now you
would Be Interest I did Work on Ranch
Iron on My Fathers Ranch
Now a gain Stated High way
was Sold True and 3/4 of Mile
and some Good Land and about 60 cord
wood Lost account of Road and Of
haven't Received ent of Benefit
Just to Say this much Know
But for god Sake Do Right for me
in this work done
All I ask is Rock Not in Estimate
Cut was Large as Rocks
Now all Contractors that Lees
this work they all say Large
Rock

Clifton Applicant Tool Co Contract
Today Don't Care what I get Long
as they are not Loading Pay Money
on this work They Made $4000.00
Not Cent Expense on it
Besides they had Good Contingent
on our Land for there work at $2
Per Cent Charges and This what
Regt for Returns. but think
Now Please Do Loan as we can
Because this Contractors will Not
Treate Longer then this Month
And it's Not My Fisre to have
this Papers and Rules Papers
if it May Start Suing Me to get
Settlent
Hoping to hear from you soon
Please Yours Truly
Tom Cole

STATE OF OREGON
HIGHWAY DEPARTMENT

QUANTITY SHEET

Echo - Pilot -

(Division Final Figures)

| | | Cement | Surface | Structure | Overhead | |
|---|---|---|---|---|---|---|
| 540+45 | 544+88 | | 845.4 | | 775 | Italian station gang - |
| 544+88 | 547+69 | 280 | 585.4 | 38.5 | | Konenen + Bunt |
| 547+69 | 558+08 | | 1833 | 5.0 | 615 | " " |
| 569+60 | Culvert | | 49.4 | | | " " |
| 558+08 | 593+60 | 8041.1 | 170.9 | 6.0 | 278 | " " |
| 593+60 | 603+45 | 2414.9 | 3517.0 | 484.7 | 1519 | " " |
| Wallis Totals | | 10454.0 | 6156.0 | 534.2 | 2362 | " " |

Final Estimate as Revised by Whitmore + Wangren -

| | | Cement | Surface | Structure | Overhead | |
|---|---|---|---|---|---|---|
| 540+45 | 546+20 | 0.0 | 845.4 | 0.0 | 775 | Italian station gang |
| 540+45 | 546+20 | 28.0 | 17.2 | 34.4 | 00 | Konenen + Bunt |
| 546+20 | 559+00 | | 2229.3 | 47.7 | 615 | " " |
| 559+00 | 561+00 | 166.0 | 116.1 | 3.3 | | " " |
| 561+00 | 593+60 | 7928.0 | 6.4 | 27 | 278 | " " |
| 569+60 | Culvert | | 49.4 | | | |
| 593+60 | 600 | 999.1 | 6.2 | 1.7 | 1519 | " " |
| 600 | 603+45 | 1415.8 | 1307.0 | 392.1 | 00 | " " |
| Final totals | | 10536.9 | 3731.6 | 4210.9 | 2362 | " " |

(Sept 14 1921 - The above is data used on
answering letter of Kone... (word illegible) on the
Echo-Pilot work -
Chief Engr.)

JOHN M. CLIFTON, PRES.
V. J. APPLEGATE, VICE PRES.
A. H. TOOLE, SEC. & TREAS.

INCORPORATED

HUTTON BUILDING
SPOKANE, WASH.

ANACONDA, MONTANA

# CLIFTON, APPLEGATE & TOOLE
RAILROAD CONTRACTORS

Spokane, Wash., August 20, 1921.

Mr. C. W. Wanzer,
Asst. Engr. in Charge of Market Roads,
State Highway Department,
Salem, Oregon.

My dear Mr. Wanzer:

We are in receipt this morning of your letter of the 18th instant, stating that Mr. Whitmore had just discovered that for some reason the last estimate made up from reclassification on the Echo-Reith Section, Unit #1, had not gone through - that the attention of the Auditing Department has been called to it, and that it would come through at once. I wish to thank you very much for your attention to this matter.

We had, of course, been very well aware that it had not come through, but I had hesitated about calling your attention to the matter, due to the fact that we had not yet presented you with the additional data on the other claims which you requested. I had rather come to the conclusion that perhaps the reason you are holding the estimate up was because we had not yet done this.

As explained to you when I wrote you some little time ago, due to the press of other work it has been impossible for either myself or Mr. Gordon to get into the matter, and while we dislike very much to have it hang fire, yet it appeared that the pushing of the contract work which we were starting and had under way, was perhaps the more necessary thing to do. I am, however, at present engaged in going over all of the Echo-Reith data, and have our Bookkeeper checking up all distributions and entries, and believe that very shortly I can present you with practically all the information which you requested.

Allow me to say that I appreciate very much the courteous attitude which both yourself and Mr. Whitmore have taken in the entire negotiation and I hope that we may be able very shortly to bring it to a satisfactory conclusion.

With kindest personal regards to both yourself and Mr. Whitmore, I am,

Very truly yours,

JMC-CMK

Correspondence with Mr, Kumm and
Mr. Baldock relative to Maintenance
on Echo-Pendleton Section
30 M

Correspondence relative to cicinity survey and map for the bridge on the Echo-Keith Section

30-4

July 9, 1921

Porter & Comley,
510 Railway Exchange Bldg.,
Portland, Oregon.

File PR-42

Gentlemen:

Replying to your letter of July 8th in regard to final estimate on Unit No. 2 of the [redacted]-Pendleton Section, we have to advise as follows,-

You have been allowed only 90% of the $600.00 lump sum bid for reshaping old grade due to the fact that the portion of the old grade affected by the grading done by the O. W. R. & N. Co. was reshaped by the Ry. Company without expense to yourselves.

This reshaping was not included in our bill for $351.58, which bill was for a general reshaping of the whole section, this work having been performed by our own maintenance crew and having nothing to do with the work done by the Ry. Company.

We trust that with this explanation you will be able to accept the estimate as submitted, which estimate is being returned herewith.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ESH

...TER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
810 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

July 8, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have your Echo-Pendleton Unit No. 2 Estimate No.10A and Final for work done under contract No. 252 amounting to $1659.99.

The final estimate shows reshaping old grade, lump sum $500.00,90% complete, final payment $450.00. We notice that you have deducted from the estimate the amount paid the O.W.R.&N. for reshaping grade amounting to $331.55 in order to complete this work.

While this bill seems to be excessive for the little amount of work remaining to complete the grade, if we are to accept this bill in full, we should be allowed the full amount of the $500.00 covering the contract price instead of 90%. We therefore return the estimate without acceptance.

Yours very truly,
...ONLEY AND CONLEY,

MLL.

July 5, 1921

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File PR-42

Gentlemen:

We are in receipt of your letter of the 2nd inst making inquiry regarding the contract of Porter & Conley for surfacing the Echo - Pendleton Section of the Columbia River Highway in Umatilla County.

While the entire work is covered under one contract, our payment estimates have been carried in two sections, and the amount which Mr. Probert gave you for Unit No. 2 covers the work on that section only.

Final payment to the contractors has now been made and we are giving you herewith a summary showing the total final payments.

| | |
|---|---|
| Unit Price Items | $120,574.34 |
| Force Account | [illegible] |
| Total | $129,030.15 |
| Deductions | [illegible] |
| Net Payments | $126,141.18 |

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,
ET

WM. B. JOYCE,
PRESIDENT

WORLDS LARGEST SURETY COMPANY

WRITES MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.


EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON


July 3, 1291.


RECEIVED
JUL 5 1921
STATE HIGHWAY ENGINEER


Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

File PR-42

Gentlemen:

We are in receipt of letter from S. H. Probert in connection with contract of Porter & Conley for the surfacing of Unit No. 2 of the Echo-Pendleton Section in Umatilla County, in which letter he advises that the total amount of money paid to said contract was $66,053.00.

You wrote us under date of May 21st advising that the total payment to contractors amounted to $124,481.19. This contract was let at a figure of $13,500.00. Will you kindly advise the correct figure in this matter?

Thanking you for your usual courtesy, and with kindest personal regards, I remain,

Nationally Yours

NATIONAL SURETY COMPANY,

E. P. WELCH THE BOND MAN, Dist. Mgr.,

By D. E. Gorton
Assistant Manager.

DEG:TH

June 15, 1921.

C. H. Purcell, Dist. Engr.,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR-42

Dear Sir:

Reference made to your letter dated April 6th relative to extra work items on the Boise - Pendleton section, Oregon Federal project #42.

We have just received information from the field regarding this and our advices indicate that the forces account incurred for the placing of filler in the open spaces in the rock sub-grade was as follows:

| | |
|---|---|
| Unit # 1 | |
| Order No. 5— | $ 125.75 |
| Order No. 7— | 15.75 |
| Unit #2 | |
| Order No. 3- | 475.98 |
| Order No. 6- | 950.04 |
| Total | $ 1,567.52 |

Very truly yours,

HERBERT BURE,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeBoumm,
EB.

FORM 4 5M-6-21

R. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
June 13, 1921.

30 PB- PR- 42.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to yours of recent date relative to amount of binder used in filling the voids in the rock subgrade on the Echo - Pendleton section, Unit number 2, advise that charges against work order numbers as follows:

| | |
|---|---|
| Order No. 3- | 457.98. |
| " " 6- | 950.04. |
| Total ---- | 1408.02 |

Report on unit number 1 has been made. This covers information asked for in your letter of May 13.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

JUN 15 1921

FORM 4 SH-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

La Grande, Oregon,
May 31, 1921.

30 PB- PR- 42.

RECEIVED
JUN 2 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to yours of the 13th instant relative to proportioning filler on gravel and subgrade on Federal Aid project 42, our contract 252, please refer to inclosed copy of letter and tabulation from Mr. J. F. Waller, Resident Engineer on the work. I have requested similar information from Mr. Robinson but have not received same as yet. This work was under two residencies, one handled by Mr. Waller and one by Mr. Robinson.

Please be advised that I will give this matter closer attention in the future and have accurate check of filler used on base course gravel and subgrade.

Very respectfully,

R. H. Baldock

Division Engineer.

RHB/V

Incls.

Weiser, May 24, 1921.

30 Pb- PR 42

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

RECEIVED
JUN 2 1921
ENGINEER

Dear Sir:

I am inclosing amount of force account work for putting filler on subgrade on Echo - Pendleton-30 PB- Unit #1. This filler was put on instead of talus, as instructed by you. It is very hard to separate the filler on subgrade from filler on gravel as the teams were working on both on the same day. However, the amount I show I am sure about. Probably this amount to be charged to subgrade should be larger but there is no way of getting it. If this filler had not been put on subgrade the contractor would have been paid for talus.

Yours truly,

COPY

J. F. WALLER.

May 15, 1921

Mr. R. H. Baldock,
Division Engineer,
LaGrande, Oregon.

File PR-42

Dear Sir:

Herewith we are enclosing a copy of a letter from the Bureau of Public Roads relative to items in our final voucher to the Government on the Echo - Pendleton surfacing, Oregon Federal Aid Project No. 42, our Contract No. 252.

You will note that we have billed them under Engineering and Contingencies for the amount of $7,942.88 for the placing of filler upon the surfacing. This amount is based upon the sums which our records indicate as having been paid on force orders as follows:-

| | | |
|---|---|---|
| Unit No. 1:- | Order No. 4 | $ 577.00 |
| | Order No. 5 | 2,552.56 |
| | Order No. 7 | 1,575.94 |
| Unit No. 2:- | Order No. 1 | 51.38 |
| | Order No. 3 | 1,231.28 |
| | Order No. 4 | 2,154.00 |

Inspection of these force orders indicates that the expenditures made have been for placing filler on the surfacing only and do not include the filling of open spaces in the rock subgrade as the Bureau of Public Roads suggests.

We would be very pleased to have you check this matter over and submit your findings to us as soon as possible in order that we may secure payment of the final Federal Aid voucher without delay.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET

May 13, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR - 42

Dear Sir:

We are today in receipt of your letter dated April 6th, 1921, relative to items under Engineering and Contingencies on the Echo - Pendleton Section, Oregon Federal Aid Project No. 42.

It appears that this letter was missent as itbears the notation "Received May 9, 1921, Regional Headquarters, San Francisco, California."

We have carefully looked over the orders for extra work for which payment was claimed in the final voucher and they would indicate that no other work was done under these orders beyond the placing of filler on the surfacing. However, we are today taking up the question with our field engineers and will advise you as soon as we hear from them.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSousa,
ET

...PARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

April 6, 1921.

RECEIVED
...QUARTERS
SAN FRANCISCO, CALIF.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

In the final voucher for Oregon Federal Aid project #42, under "Engineering and Contingencies", are six items under Extra Work, filler, totaling $7,942.88.

From conversation between a representative of this office and one of the resident engineers on the project it appears that this amount includes other work than filler in the surfacing proper, and as the amount is so large, we would be pleased to have you submit a more detailed statement as to what work was done. A portion of the work, we are informed, consisted of filling open places in rock subgrade. Items of this character should be segregated.

The voucher will be held awaiting further information.

Yours very truly,

C. L. McKean
Acting District Engineer.

PR- 42

Echo - Pendleton job 30 PB- Unit #1-
Miller on subgrade.

Work order #5.

| | | |
|---|---|---|
| Sept. 17, 1920- | 1 man 6 hrs @ 5.00 day | 3.75 |
| | 4 horse team 6 hrs @ 8.00 | 6.00 |
| Nov. 10, 1920- | 1 man 8 hrs | 5.00 |
| | 4 horse 8 hrs | 8.00 |
| Nov. 11, 1920- | 1 man 8 hrs | 5.00 |
| | 4 horse 8 hrs | 8.00 |
| Nov. 12, 1920- | 2 men 8 hrs | 10.00 |
| | 8 horse 8 hrs | 16.00 |
| Nov. 13, 1920- | 2 men 8 hrs | 10.00 |
| | 8 horse 8 hrs | 16.00 |
| Nov. 17, 1920- | 1 man 8 hrs | 5.00 |
| | 2 horse 8 hrs | 4.00 |
| Nov. 22, 1920- | 2 men 4 hrs | 5.00 |
| | 2 horse 4 hrs | 2.00 |
| Nov. 26, 1920- | 1 man 4 hrs | 2.50 |
| | 2 horse 4 hrs | 2.00 |
| Nov. 27, 1920- | 2 men 8 hrs | 10.00 |
| | 2 horse 8 hrs | 4.00 |
| Nov. 29, 1920- | 2 men 2 hrs | 2.50 |
| | 2 horse 2 hrs | 1.00 |
| | | 125.75 |

Work order #7.

| | | |
|---|---|---|
| Oct. 19, 1920- | 2 men 4 hrs @ 5.00 | 5.00 |
| | 4 horse 4 hrs | 4.00 |
| Oct. 20, 1920- | 2 men 3 hrs @ 5.00 | 3.75 |
| | 4 horse 3 hrs | 3.00 |
| | | 15.75 |

COPY

RECEIVED
JUN 2 1921
STATE HIGHWAY ENGINEER

May 21, 1921

National Surety Co.,
Corbett Bldg.,
Portland, Ore.

File PR-42

Gentlemen:

We are in receipt of your letter of the 19th inst making inquiry regarding contract of Porter & Conley for surfacing the Echo-Pendleton Section of the Columbia River Highway in Umatilla County.

We beg to advise that final payment to the contractor on this work has not yet been made. At the present time the financial status of the project is as follows:-

| | |
|---|---|
| Work accomplished under unit price items | $120,574.34 |
| Force account work | 8,455.81 |
| Total | $129,030.15 |
| Deductions for equipment furnished by State | 2,557.42 |
| Balance | $126,472.73 |
| Amount retained | 1,991.54 |
| Total payments to contractor | $124,481.19 |

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,
ET

...LE THAN ANY OT... COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

...PANY


...DWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON


May 19, 1921.

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Under date of March 17th you wrote us in connection with contract of Porter & Conley covering surfacing of the Echo-Pendleton Section of the Columbia River Highway in Umatilla County. Will you kindly advise the total amount paid to the contractors under this contract?

Trusting to hear from you by an early mail, and with kindest personal regards, I remain,

Yours very truly,
NATIONAL SURETY COMPANY,
E. P. Welch, Dist. Mgr.,
By ...
Assistant Manager.

DEC:TH

April 23, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

We are today forwarding copies of your letter of April 19th, in regard to the maintenance of Federal Aid Project No. 42, to our Division and Resident engineers in charge of this project. We are instructing them to comply with your recommendations.

Very truly yours,

HERBERT NUIN,
State Highway Engineer,

By

Office Engineer.

SHP:ME

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE REFER TO FILE No.------

April 19, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are forwarding herewith a copy of a recent maintenance report on Oregon Federal Aid project No. 42.

Your attention is called to the criticism as to condition of stockways, culverts and ditches, and recommendations for correction of defects and maintenance of the surfacing.

These matters were called to the attention of your Resident Engineer and he may have already taken steps for correction of defects, but we are sending you a copy of the report for your information.

Yours very truly,

B L McKesson

Acting District Engineer.

Copy to Bentson: Rdmn

ANSWERED
S.B. Pickett

MAINTENANCE INSPECTION

Oregon
42
One

District Engineer, Portland, Oregon. April 14, 1921.

Columbia River Hwy., Echo-Pendleton

Umatilla

April 12, 1921. A. F. Morris

Highway Engineer.

Inspection made with G. V. Robinson, Res. Engineer, State Highway Dept.

Project consists of 22 miles of 8 inch crushed gravel surfacing 16 feet wide.

The five miles at the east end of the project is in excellent condition. From a point opposite the railroad station at Barnhart for about a mile the surfacing has developed some small chuck holes and is slightly rutted in places, especially just opposite Barnhart Station where crusher run gravel was used instead of the two course surfacing used elsewhere.

From about a mile west of Barnhart to a point about 7 miles east of Echo the surface is in good condition. From this point westerly for about two miles the gravel has never compacted properly. The State maintenance forces are now adding a small amount of earth binder, and as soon as there is another rain will get onto it with blades to fill the ruts in the now loose gravel.

The remaining five miles to the west end of the project at Echo is in very good condition.

Shoulders and ditches are in fairly good condition except for weeds which have accumulated in the ditches and have clogged some of the pipe culverts.

Two stockways were noted which have never had the upper ap-

proaches properly excavated. These should be dressed up and all culverts which have become clogged with weeds should be cleaned out. Also the dead weeds which have accumulated in the ditches should be burned.

The surfacing should have immediate attention, whenever there is moisture enough from rains to cause the re-shaped gravel to compact

There are no railroad crossings, no road signs have been set up and no guard fence. Danger signs at sharp curves and a considerable amount of guard fence should be provided.

Photographs:- Attached.

FORM 2A 3M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

PR 4V

La Grande, Oregon,
March 24, 1921.

30 PB- Unit #2-
In re: Bill to Porter & Conley.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am inclosing herewith bill to Porter & Conley for completion of dragging and shaping the Echo-Reith section, Unit #2, on the Columbia River Highway in Umatilla County.

At the time the work was completed the sub-grade and surface were frozen, which would not allow dressing shoulders and dragging surface for final completion of the work. Mr. Conley promised to return and do this when the weather conditions were such that same could be done. I notified him, both by letter and telegram, but was unable to get a reply. I then advised him that I would do this work with maintenance man and b ll him for same. It was necessary that the work be done at this time because after the moisture had entirely gone the road would not be in proper condition for dragging.

Please see that they are billed for this amount, making deductions from their estimate.

Billed for 309.54

Very respectfully,

R H Baldock
Division Engineer.

6/0/21

RHB/V

Incls.

March 24, 1931.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

PR 42 #1

Dear Sir:

Referring to your letter of the 10th in regard to force account paid under Unit #1 of the Porter and Conley contract #258 on the Baker - Pendleton surfacing.

Our records show amounts paid as follows:

| | | | | | |
|---|---|---|---|---|---|
| Estimate | # 4 | Force Order | # 4 | $ 577.38 |
| " | "13 | " | " 1 | 98.43 |
| " | "11 | " | " 2 | 45.14 |
| " | "13 | " | " 3 | 64.41 |
| " | "12 | " | " 5 | 2,352.56 |
| " | "12 | " | " 6 | 105.28 |
| " | "12 | " | " 9 | 1,575.84 |
| | | Total | | 4,820.22 |

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

Met.by L. E. Parsons.
C. C. to Mr. J. E. Shotwell.
EJH

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 18, 1921.

30 PB- Unit #1.

RECEIVED
MAR 21 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Lytle,

Dear Sir:

Mr. J. K. Shotwell, who held subcontract on the entire unit number 1 section of the Echo-Reith surfacing, contract held by Porter & Conley, claims he has received no force account on this job. Mr. Shotwell further advises that he has communicated with Porter & Conley, and they claim no force accounts have passed through their office. I would appreciate your investigation of this matter.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

cc J. K. Shotwell,
Hermiston, Oregon.

Ans 3/23

March 17, 1921.

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File FR-42

Gentlemen:

On the 14th inst we wrote you advising that total payments to Porter & Conley under Contract No. 252 for surfacing the Echo - Pendleton Section of the Columbia River Highway in Umatilla County amounted to $62,273.05, including $4,820.62. for extra work.

This letter was in error as the work has been vouchered in two sections and the amounts given covered only Unit No. 1. Final payment has not been made under Unit No. 2, but it is expected that this will total approximately $66,750.00, including approximately $3,650.00 for force account. If you will write us again at a later date we will be very pleased to advise you of the total amounts paid under this unit.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. M. DeSouza.

ST

John Kerr

March 14, 1921.

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File FR-48

Gentlemen:

We are in receipt of your letter of the 8th inst making inquiry regarding the final amount of payments to Porter & Conley under contract No. 238 for surfacing the Echo-Pendleton Section of the Columbia River Highway in Umatilla County.

Final acceptance was made of this work as of January 3rd, 1921. Payments to the contractor for total work done aggregate $42,875.06. This amount included $4,820.42 for extra work which did not come under the unit price items of the contract.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,

ET

PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000 00

New York.


EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON


March 8, 1921.


RECEIVED
MAR 9 1921
SURETY


Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This acknowledges your letter of March 4, advising that final payment is being made Porter & Conley on contract #353, for surfacing the Echo-Pendleton Section of the Columbia River Highway, in Umatilla County.

Kindly advise the total amount paid the contractors in connection with this job, obliging.

Thanking you for your usual courtesy, I remain,

Yours very truly,

EPW-H

District Manager.

Cmpt Jan 3 1921
6392 73.06 Amount
4820.62 7.2 C.
57,452.44 Bal
21848.88 Bal for both + Amount

FORM 4 1930-3-50


J. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER


# OREGON STATE HIGHWAY COMMISSION

SALEM

PR 4-1

La Grande, Oregon,
March 7, 1921.

30 PB-
In re: Invoice for maintenance gravel.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Inclosed you will find invoice for 583 cubic yards of gravel to be used for maintenance on the Echo-Reith section. If you desire material receipts to support the 583 cubic yards crushed gravel please take up with Mr. Probert, as he has these material receipts.

Also inclosed you will find progress profile to enable you to check up pay haul.

Very respectfully,

R W Baldock

Division Engineer.

By W G Grimes

WCC/V

Incls.

FORM 4 15M-6-20

P. SENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 7, 1921.

30 PB-
In re: Invoice for Maintenance Gravel.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to yours of the 28th ultimo relative to final estimate, Unit No. 2, surfacing Echo-Reith section, please be advised that invoice for 583 cubic yards of material, indicated as material for maintenance, for which no payment has been allowed on final estimate, same is being presented for payment by separate invoice. Please refer further to ypur letter of November 28th in this regard, in which you request that voucher be submitted.

Very respectfully,

R W Baldock

WCC/V

Division Engineer.

By W C Bruno

OREGON
MAR 1921

Form 103.

# Oregon State Highway Commission

Report of Abrasion Test.

Field No. 3606 Lab. No. 3656

County Umatilla Date reported February 12, 1921

Job Pilot Rock-Pendleton Material Cement Gravel

Sampled by G.V.Robinson To be used Surfacing

from Gravel bank Sta 252

Screen Analysis

| | |
|---|---|
| Retained on 1½ - | 21.6% |
| 1 - - | 38.5 |
| ¾ - - | 55.8 |
| ½ - - | 70.6 |
| 3/8 - - | 77.5 |
| 4 - - | 88.2 |
| 8 - - | 99.0 |
| 10 - | 100.0 |

7.32% Cementing Material.

Abrasion per cent wear - - 6.26%

Specific Gravity - - - - - 2.74

The abrasion is a little excessive but the material could, in my opinion, be used with success on medium ly heavy traffic roads. The abrasion is probably not a true indication of the hardnessof the particles in this case owing to the breaking apart, in the abrasion machine, of particles that had been held together by the cementing material of the gravel formation. The material which cements the gravel should act admirably as a binder in macadam.

Testing Engineer

cc Office ✓
R.H.Baldock
G.V.Robinson

Form 103.

# Oregon State Highway Commission

Report of Abrasion Test.

Field No. [illegible] 3507 Lab. No. 3639

County Umatilla Date reported February 12, 1921

Job Pilot Rock-Pendleton Material Cement Gravel

Sampled by G.V.Robinson To be used Road Surfacing

from Gravel bank Sta 871

Screen Analysis

Retained on 1½" - 0.0%
1" - 13.6
¾" - 36.5
½" - 74.7
3/8" - 80.8
#4 - 84.6

5.90% Cementing Material

Abrasion per cent wear - - 6.8%

Specific Gravity - - - - - 2.64

The abrasion is a little excessive but the material could, in my opinion, be used with success on medium heavy traffic roads. The abrasion is probably not a true indication of the hardness of the particles in this case owing to the breaking apart, in the abrasion machine, of particles that had been held together by the cementing material of the gravel formation. The material which cements the gravel should set admirably as a binder in macadam.

Testing Engineer

cc Office ✓
R.H.Baldock
G.V.Robinson

RR X

OREGON STATE HIGHWAY COMMISSION

Feb. 9, 1921.

Mr. R. M. Baldock,
Division Engineer,
LaGrande, Oregon.

File 30-DB

Dear Sir:

Reference is made to your letter of Feb. 3rd making further inquiry in regard to the preliminary cross-section notes for the Echo-Reith Section. We have made a further search of the records on file in this office and fail to find these notes or any reference to their having been received.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, February 3, 1921.

30 PB- Unit #2.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

To date we are unable to locate the preliminary field notes for the Echo-Reith section on unit #2.

Our records show that the detail map and profile were forwarded to your office in preparing plans for the Bureau of Public Roads, but no mention was made in regard to the field notes. Could it be possible these notes were sent to Salem, either by Mr. Kirkwood or the Pendleton Division Office, and no mention made in the letter of transmittal. Would be pleased to hear from you in regard to this matter, as we are very anxious to locate above mention notes. We have a copy of transit notes but it is the cross section notes we want.

Very respectfully,

R. B. Bullock

WCC/V

Division Engineer.

By W. C. Cruse

ANSWERED
S. H. Probert

RECEIVED
FEB 4 1921

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

30 lb. Campbel Pit.

E. J. Robinson
Pendleton, Ore.
Feb. 7, 1921

RECEIVED
FEB 8 1921
STATE HIGHWAY ENGINEER

Mr. Dan P. Smythe,
Pendleton, Ore.

Dear Sir:

I am in receipt of a letter from the Salem office relative to you rejuing about the amount of gravel taken from the Campbel Pit by Foster & Conley for use in surfacing on the Echo - Pendleton Section of the Columbia River Highway.

From the Campbel Pit 11,661 cu. yds. of gravel were taken and incorporated in the work.

Very respectfully,
E. J. Robinson.

c/c Salem Office.

Jan. 28, 1921.

Mr. G. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-42

Dear Sir:

Receipt is acknowledged of your letter of January 26th stating that the Echo-Pendleton Section of the Columbia River Highway, Federal Aid Project No. 42, is in need of maintenance.

We are today instructing our Division Engineer, Mr. H. H. Baldock, to give this matter his attention.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SEP:ET

...RTMENT OF AGRICULTURE
...UREAU OF PUBLIC ROADS
DISTRICT No. 1

...No.

POST-OFFICE BUILDING
PORTLAND, OREGON

REFERRED TO
BY H. N.

January 26, 1921

State Highway Commission,
Salem,
Oregon.

Gentlemen:

An inspection has been made of Oregon Federal Aid project No. 42.

It is noted that the gravel surfacing is not being dragged or maintained. As a result many small chuck holes are forming and as these collect water they increase in size under traffic. The special provisions provide for such dragging as the engineer may direct, and we would request that you take immediate steps to have drags or road planers placed on the work and used constantly in order to insure a smooth compact surface before dry weather sets in.

I am sure we all agree that a smooth surface on this type of roadway cannot be had without constant dragging and careful attention during construction. We would certainly appreciate your calling the attention of your Resident to this condition as he is evidently overlooking this feature and your general inspection man may not have caught it up to this time.

Yours very truly,

District Engineer.

JCP

FORM 6 10M-9-20

C. JENSON, PORTLAND, CHAIRMAN
R. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PP-4

La Grande, January 22, 1921.

RECEIVED
JAN 25 1921
HIGHWAY ENGINEER

30 PB- Unit #1.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

By express we are sending you today final data for job 30 PB- Unit #1, Echo-Reith graveling. This comprises material receipts, detail record of gravel distribution and final estimate on form 23.

The final estimate on Unit #2 is being held at this office for more definite information in regard to location of gravel pits for which pay haul will be figured. We are waiting to hear from Mr. Bennett and should have this information in a very short time.

Very respectfully,

R W Baldock

Division Engineer.

By H. C. Lamm

WCC/V

DWP

Send final

1/26

1/31

REB

Form 89

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Echo - Pendleton Unit #1 Date Jan 10, 1921

Week from Jan 2 to Jan 9

Highway Columbia River Job Prefixes 20 PB
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Umatilla

Number in party One

Survey will be completed about

Camp location Echo

Mail address Echo

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Spent Grades part of week with Mrs. Bledsoe his sections are between Hardman and Coal Springs. Willsmore to Hardman this week to relieve Mr. Kinney. Job 20 PB before Expect to close up Leaving. Maintainance Crew has been working on this job. The loose gravel in places will not pack at all, but in some pieces is packing.

NOTED
H. B. GLAISYER

Signed J. F. Waller

Title Res Engr

La Grande, Oregon.
December 13, 1920.

30 PB-

In re: Railroad Fences.

Mr. R. E. Phelps,
County Road Master,
Pendleton, Oregon.

Dear Sir:

I understand that Umatilla County has a crew of men building fences between Echo and Meith.

There are a few places along this Highway on which the railroad right of way fences have been destroyed. If possible, I would appreciate your rebuilding the fences in these sections, billing us for the cost of same. Mr. J. F. Waller, Resident Engineer, will point out the places I have in mind.

Very respectfully.

R W Baldock

Division Engineer.

AHE/V

cc W. W. Bellows

cc J. F. Waller

cc Herbert Nunn

eek

BR
+ ✓

December 15, 1920.

Mr. G. V. Robinson,
Resident Engineer.
Box 59,
Pendleton, Oregon.

30 PB

Dear Sirs

At the request of Mr. R. H. Baldock, Division Engineer, we are sending you the detailed engineering charges against Job 30-PB. These are as shown on the cost records up to noon of Dec. 15, 1920. We are unable to segregate the charges by units as both units were covered by one contract and we are carrying all charges under one prefix. If Mr. Miller has kept a copy of his engineering charges on Unit #1, you will be able to approximate yours by subtracting from the total below.

| Acct. No. | Item | Amount |
|---|---|---|
| 541 | Salaries | $ 4,948.94 |
| 544 | Automobile Operation & Upkeep | 205.01 |
| 545 | Engineering supplies & Equipment | 220.02 |
| 546 | Rental of Quarters & Camp Expense | 41.70 |
| 547 | Advertisement for bids | 28.12 |
| 549 | Miscellaneous Charges | 11.26 |
| | Total on Cost Records to 12 M., Dec. 15, 1920 | $ 5,364.05 |

Very truly yours,

[redacted]
State Highway Engineer,

By

Office Engineer.

Dic by H B Shaleyer
GJR

FORM 4 12M-9-20

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
December 11, 1920.

30 PB- #2.

In re: Engineering Charges.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Lytle.

Dear Sir:

Will you kindly send to Mr. G. V. Robinson, Resident Engineer, Pendleton, Oregon, the total engineering charges against Job 30 PB-Unit #2.

Mr. Robinson requests this information as some of the charges were made while Mr. Kirkwood was engineer in charge, and he does not have same.

Very respectfully,

R W Baldock
Division Engineer.

WCC/V

By A C Lewis.

RECEIVED
DEC 13 1920

ANSWERED
H. B. G.

| Nov. 1920 | | Mar 13, | Total |
|---|---|---|---|
| 341 | 3597.96 | 1350.88 | 4948.84 |
| 344 | 264.60 | 38.41 | 303.01 |
| 345 | 192.55 | 35.53 | 228.08 |
| 346 | 21.49 | 21.21 | 42.70 |
| 347 | 30.21 | | 30.21 |
| 349 | 8.53 | 8.71 | 11.24 |
| | 4112.34 | 1451.74 | 5,564.08 |

4112.34
1451.74
5564.08

Eddie Rentals

December 9, 1920

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reply is made to your letter of December 6th regarding rebuilding right of way fences on Job 30 PB.

Mr. Kelley advises that the County has a crew on this job building fences, and suggests that the county build the fences and bill us for the costof same.

Yours truly,

Secretary.

RAK:EM

...D CITY } COMMISSIONERS

...KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
December 6, 1920.

RECEIVED
DEC 7 1920
STATE HIGHWAY ENGINEER

30 PB-

In re: Right of Way Fence.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

During the construction of the Echo-Reith grading, unit number 2, under direction of A. A. Kirkwood, Resident Engineer, the contractor tore down the railroad fence for a distance of about 500 feet but did not replace same.. Mr. Bollons, Supt. OWR&N, has called my attention to the present condition of the fence. I communicated with Mr. J. F. Waller, Resident Engineer on unit #1, and he states that Mr. Bennett's ruling was that the contractor would tear down the fence, under his bid for clearing, but would replace same by force account. However, in this instance the fence was not replaced, and the contractor has withdrawn his forces and his final estimate is about completed.

In view of these circumstances I would recommend that we notify the railroad company to replace the fence and bill us for the expense, charging same to maintenance. Kindly advise me in this regard.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

cc J. F. Waller.

Rak County has a crew on this job building fences. Have them do it + bill us. CAK

October 19th, 1920.

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File

Gentlemen:

We are in receipt of your letter of the 14th inst. making inquiry regarding the surfacing of the Echo-Pendleton Section of the Columbia River Highway in Umatilla County.

Estimates to the contractor for work done to Sept. 25th show that work to the value of $ 23,705.00 has been accomplished. Of this amount we have retained $ 3,555.75 and have paid the contractor $ 20,149.25. On this date the work was approximately 39% complete.

We have not received any advice as to just when the work will probably be finished. Any estimate we would attempt to give at this time would be valueless as the entire matter depends on the weather conditions which prevail.

Very truly yours,

STATE HIGHWAY COMMISSION.

By

Secretary.

Dictated by J. W. DeSouza,
ET

PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

...RGEST SURETY COMPANY

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

October 14,
-1920-

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to contract of Porter & Conley, for surfacing twenty two miles of the Columbia River Highway, in Umatilla County, Echo-Pendleton Section, kindly advise me status of this contract, and amount of estimates allowed contractor on same to date.

If the contract has not been completed, please advise probable date the same will be.

Thanking you for your usual courtesy, and with kindest personal regards, I remain,

Yours very truly,

EPW-H

District Manager.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 3-1.

October 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The project agreement and certificate to cover Oregon project No. 42 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/Cm

C. C. W. T. C. Sumner.
S. P. Fuller.

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. 48

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

**APPROVED JULY 11, 1916**

READ BY
DIST. ENGR.
ANSWERED BY
FILE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING
DISTRICT ENGINEER
No. 1
PORTLAND, ORE.
U. S. DEPARTMENT OF AGRICULTURE
OCT 11 1916
RECEIVED

J. F. Fallon.

Form P. R. I. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of Sept, 1920,

by and between the State Highway Commission of Oregon

, ~~constituting~~

~~for the purpose hereof, the Highway Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 2nd day of March, 1920, a project statement, which was approved by the Secretary on the 21st day of April, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

sixty four thousand nine hundred and 0/100

dollars ($64,900.00) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:



C. E. [illegible] H. G. [illegible].
J. F. Fuller.

Copy for State Highway



## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State from sale of Bonds authorized by legislature under By act of the Legislature of (date and citation), appropriating dollars.

Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

*(b) By the County of By tax levy or bond issue authorized by act of (date and citation).

*(c)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point on east city limits of Echo and a point 1-1/2 miles east of Rieth

terminal points, a distance of 21.88 miles, known locally as Columbia River Highway; Echo-Pendleton Section, Umatilla Co.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

**(c) It is mutually agreed that all existing structures occuring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.**

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of **sixty four thousand nine hundred and 0/100** dollars, certified to the Secretary of the Treasury as above mentioned, being **fifty** per cent of **one hundred twenty nine thousand and eight hundred and 0/100** dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer, Salem, Oregon

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)

Oregon of such sums as shall not together with previous payments
(Name.)

exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

STRICKEN OUT

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2. to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

shall from the ...
...nal authorized under the ...
...he said certified sum, or so much ...
...e III hereof, he shall draw on the ...
...shall find that said project has been ...

Copy for State Highway D...

...DEPARTMENT OF AGRIC... TURE



ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....STRICKEN OUT....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner hereinafter set forth, to wit: ..... (Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920

State Highway Commission of Oregon
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.] By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.] .....
Acting Secretary of Agriculture.

Copy for State Highway Dep

...ED STATES DEPARTMENT OF AGRIC...TURE

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point on east city limits of Echo and a point 1-1/2 miles east of Rieth

..... locally known as Columbia River Highway, Echo-Pendleton Section, Umatilla Co. and designated in the records of this Department as Project No. 48, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 129,800.00 as the total estimated cost of said project, and the sum of $64,900.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball
Acting *Secretary of Agriculture.*

GH

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 9-1

August 27, 1920.

Mr. O. M. Purcell,
U. S. District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project No. 42, for the signature of the Highway Department. You will observe that these copies have already been signed by the Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Enclosures.

Chief Engineer.

LHB-mt

J. P. Teller.

August 26, 1920.

Clifton, Applegate & Poole,
Hutton Bldg.,
Spokane, Washington.

Gentlemen:

Reference is made to your letter of August 9th making further claim for an adjustment to cover increase in cost of culvert pipe ordered subsequent to January 1st, 1920, for use on the Echo-Pendleton Section of the Old Oregon Trail.

This matter has been referred to State Highway Engineer Herbert Hunn, and he has instructed us to advise you that no adjustment to cover higher prices charged you by the firm supplying you with culvert pipe can be made. This higher cost is entirely due to your failure to draw your contract with the culvert company to cover whatever quantities might be required for the job.

Your attention is called to the fact that our orders for culvert pipe were all in before the work under your contract was more than 30% complete, which we believe to be as promptly as can reasonably be expected upon any similar grading job. With the exception of your claim made some time ago, in connection with pipe ordered for this job sometime in April, we have never before had a claim presented to us for an adjustment of this nature. We believe, therefore, that our refusal to honor this claim is in no way unfair to your company.

The bill of the Const Culvert and Flume Co. for the pipe involved is returned to you herewith.

Very truly yours,

HERBERT HUNN,

Office Engineer.

HHP:ET
Enc.
c. c. to H. O. Bennett,
J. F. Waller.

Copy for State Highway Department

**UNITED STATES DEPARTMENT OF AGRICULTURE**
**BUREAU OF PUBLIC ROADS,**
**WASHINGTON, D. C.**

IN YOUR REPLY PLEASE
REFER TO FILE No.____

District Engineer,
304 Post Office Building,
Portland, Oregon.

Aug 11'20
(Date)

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 42.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

(Enclosures)
2 copies agr. est.

Chief Engineer.

Est. 64,900
Cont. 64,900
129,800

CLIFTON, APPLEGATE & TOOLE
RAILROAD CONTRACTORS

MAIN OFFICE
HUTTON BUILDING
SPOKANE, WASH.

Spokane, Wash.,
Aug. 9, 1920.

Herbert Nunn, State Highway Engr.,
Salem, Ore.,

Attention: S. H. Probert,
Office Engr.,

Dear Sir:-

We have your letter of the 6th inst.,with reference to payment of bill of the Coast C ulvert & Flume Co. amounting to $ $688.07, and note the adjustment which you suggest.

The adjustment suggested will leave us short as follows:-

| | | | | | |
|---|---|---|---|---|---|
| 50' | | 36" | Pipe @ | .94 | $47.00 |
| 100' | | 18" | " @ | .44 | 44.00 |
| 42' | | 12" | " @ | .295 | 12.39 |
| | | | Total | | 103.39 |

No mention of adjustment on the 12" Pipe was made in your l letter.

We beg to present to you the following history of the matter:-

On Sept. 19, 1919 we closed our order for the pipe on the line with the culvert oompany. We gave them to understand that the quantities were probably only approximate although those given and used were the best available at the time,being taken from a letter from the enginneering department dated Aug. 25th. As you undoubtedly know in giving shipping orders for this class of pipe it is necessary to have the exact lengths of the culverts in order to have them come in lengths to fit. We placed orders for pipe as fast as it was possible to get this data.

On Jan. 18th Resdt. Engr. Waller wrote our Rieth office giving us instructions to order the pipe covered by the invoice in question. Our order was dated the 20th; received by the culvert company the 22nd and shipped-the-2 invoiced the 26th. As you can see we lost no time in giving shipping instructions as soon as the data was received.

The culvert company take the stand that our order had already been filled. We find that on that date on most of the sizes they had had shipped as much or a little more than the quantities given on

LEGATE & TOOLE
AD CONTRACTORS

MAIN OFFICE
HUTTON BUILDING
SPOKANE, WASH.



order
the original as outlined above. We have a letter from them under date of Jan. 23rd stating that they figured they had completed our order and had so advised your department. This was done without consulting with our office as if they had done so we could have told them that there was more pipe to be placed although we were not i n a position to give them details. We think that in making this statement to your department they assumed a little too much although there might be some question as to how long and indefinitly they could be expected to hold themselves in position to ship on such an old order.

We believe that Mr. Waller got the data for ordering to us as soon as it was possible under the circumstances, but quite a number of line changes were being made and it is probable that it was impossible to get this out before he did.

We feel that we were not to blame in the matter and it does not look just to us to be saddled with the extra expense. culvert
Neither are we sure that it is properly a charge which the company should stand owing to the late date at which shipping orders were given. It appears to us that it is an expense which should properly be born by the State, not due to the fault of the engineers, but to conditions which were probably unavoidable but which arose in the process of the work.

We are therefore returning the copy of the invoice in question and await your further advice.

Thanking you for your consideration of the matter, we beg to remain,

Very truly yours,

Clifton, Applegate & Toole.

By

jm

Form 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Echo - Pendleton Date 8/7, 19 2 e

Week from 8/1 to 8/7

Highway Columbia River Job Prefixes 3013 B-2

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Umatilla

Survey will be completed about ..... Number in party 4

Camp location Pendleton

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

8/3 Crusher broke down. No gravel in pit.
Moved 3013 B office to Division office
8/4 Crusher not running.
8/6 Allowed contractor to strip short stretch of sub grade that is not ready.
New sub grade soft. Too much dust.

NOTED
H. B. GLAISYER

Signed C. H. Robinson

Title Res. Engr.

August 7, 1920.

Coast Culvert & Flume Co.,
Corner Derby Street & Columbia Blvd.,
Portland, Oregon.

Gentlemen:

We are in receipt of your letter of the 6th inst. enclosing a bill for shipment of Armco Culvert Pipe to Clifton, Applegate, & Toole, Reith, Oregon, in the amount of $626.07. This bill was forwarded to us by Clifton, Applegate, & Toole for consideration by this office, and the ruling was made that settlement should be made with you direct by them.

We will state that Mr. Bennett's advice to Clifton, Applegate, & Toole was tentative only, and it was Mr. Bennett's intention at that time that the matter should be referred to this office for final action.

The two copies of this invoice are returned to you herewith.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Asst. Office Engineer.

Dictated by J. W. DeSousa,
ET
Enc.

# COAST CULVERT & FLUME CO.

"ARMCO" PRODUCTS
CORRUGATED CULVERTS
SIPHONS
IRRIGATION FLUME AND PIPE
IRRIGATION GATES
DRAINAGE GATES
PRESSURE PIPE
WELL CURBING
BRAIN BINS

AMERICAN ARMCO IRON
RESISTS RUST

METAL SIGNS
ENDRE STACKS
OIL AND WAGON TANKS
JARMIN ROAD FIXER
JARMIN GRAVEL LOADER
FARM SPECIALTIES
ICELESS QUEEN COOLER
COMMON SENSE TOILET
SPECIFICATION WORK

OFFICE AND FACTORY
CORNER DERBY STREET AND COLUMBIA BOULEVARD
PORTLAND (KENTON STATION) OREGON
TELEPHONE WOODLAWN 3171

August 6, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. R. A. Klein:

On January 26, last, we made a shipment of "ARMCO" culvert pipe to Clifton, Applegate & Toole, at Reith, Oregon, amounting to $688.07.

We have not received payment for this pipe, and recently received a letter from these people to the effect that the State of Oregon would pay this invoice, and that your Mr. Bennett had advised them that we should bill you direct. Accordingly, we are enclosing herewith invoice covering the pipe in question and would appreciate a reply from you as to how you wish this matter handled.

We have had no advice from a member of the State Highway Commission to the effect that this culvert should be billed against the State, but we taking the liberty of mailing the invoice to you to comply with the instructions Clifton, Applegate & Toole say they have received from your Mr. Bennett.

Yours very truly,

COAST CULVERT & FLUME CO.

E. W. Graham

EWG

J. M. CLIFTON, Pres.
V. J. APPLEGATE, Vice Pres.
A. H. TOOLE, Sec. & Treas.

INCORPORATED

HUTTON BUILDING
SPOKANE, WASH.

ANACONDA, MONTANA

CLIFTON, APPLEGATE & TOOLE
RAILROAD CONTRACTORS

Spokane, Wash.,
Aug. 4, 1920.

Roy A Klein, Secy.,
State Highway Board,
Salem, Ore.,

Dear Sir:-

At the suggestion of Division Engineer Bennet we are taking up with you the matter of payment of a bill of the Coast Culvert & Flume Co. dated Jan. 26th in the amount of $688.07 for Armco pipe. We are enclosing copy of invoice, our letter of the 28th ult. regarding same to Mr. Bennet, and his reply of the 31st. We believe these will make the matter clear to you.

Our original agreement with the Culvert Co. carried the following prices:-

| | | |
|---|---|---|
| 36" | Pipe | $3.73 |
| 18" | " | 1.59 |
| 12" | " | 1.09 |

It is our understanding that in handling this the State will pay the culvert company direct and will estimate us for the handling only, that is for the difference between our contract price with the State and the prices given above covering the purchase of the pipe as originally agreed upon.

Yours truly,

Clifton, Applegate & Toole.

By J. M. Clifton

ANSWERED
H. H. Pickett

jmc

COPY.

OREGON STATE HIGHWAY COMMISSION.

Pendleton, Ore.,
July 31, 1920.

30BB

Subject: Culvert Pipe , Ech-Rieth,

Clifton, Applegate & Toole,
Rieth, Ore.,

Gentlemen:-

I am in receipt of your letter of July 28th advising that the Coast Culvert & Flume Co., have billed you for culvert used on the Echo - Rieth Section, and that the amount of the bill is in excess of prices agreed upon. You refer to our agreement with you to pay the manufacturer for pipe, and to pay you for placing.

It is my opinion that this bill should be handled the same as the last one, and I suggest that you forward same to Mr. Klein for that purpose. Although the agreement does not mention 18 and 36 inch pipe, you have a bid on same, and by securing a statement from the Coast Culvert & Flume Co. Mr. Klein will be able to prepare the bills.

Very respectfully,

Manche Ø. Bennett

Division Engineer.

COPY.

Spokane, Wash.,
July 28, 1920.

Mr. M. O. Bennet, Div. Engr.,
State Highway Dept.,
Pendleton, Ore.,

Dear Sir :-

We are in receipt of a letter from the Coast Culvert & Flume Co. requesting payment on their invoice dated Jan 26th amounting to$688.07. This pipe was Armco pipe and t the price charged, as we figure it, was $252.14 in excess of the price agreed upon by the Coast Culvert & Flume Co. when our order was placed with them. It was this shipment of pipe which occasioned our lettersto you of April 19th and 23rd and we have been under the impression that the r ruling made by the State Highway Department as per their wire to you covered this shipment. Upon referring, howe ever, to a letter from Mr. Nunn's office under date of May 10th, apparently supplementing wire referred to, we find that they rewuest from us a price for placing of twelve and twenty-four inch pipe only and do not include eighteen and thirty-six inch pipe which was billed to us on the invoice referred to.

We assume that it was the intention of the State Highway Department at the time of making the above ruling to reimburse us for this additional cost of pipe and would, therefore, like to have you advise us how the matter should be handled. That is whether we should pay the Coast Culvert & Flume Co. the full amount of their invoice and bi bill the State for the difference between the invoiceand the bill as it would have read under the original price, or would you prefer to handle it as the last shipment of pipe was handled where the State was billed direct and we were paid merely for the placing of the pipe.

Yours very truly,

Clifton, Applegate & Toole,

By J. M. Clifton.

jmc;gp

FORM 44 12-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E. E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

~~30 DB~~

PENDLETON, June 29, 1920.

RECEIVED
JUN 30 1920
STATE HIGHWAY ENGINEER

O.R. #4

Subject: List of cattle passes.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Franklin.

Dear Sir:

As per your request of June 25th asking for more detailed information in regard to the cattle passes on the Echo-Pendleton Section of the Old Oregon Trail Highway in Umatilla County, we herewith submit list of same. You call for only 5 but I am sending you a complete list of all cattle passes on this section.

| Station | | Size and Kind | Drawing Number |
|---|---|---|---|
| 70/06 | Umatilla Co Contractor | 6 x 7 , wooden | 1264 |
| 299/95 | | 6 x 7 , wooden | 1264 |
| 321/ 92 | | 6 x 7 , wooden | 1264 |
| 346/ 05 | | " " | " |
| 400/ 20 | | " " | " |
| 454/ 20 | | " " | " |
| 773/ 15 | | 6 x 7, Concrete with concrete floor, drawing attached. | |
| 849/ 89 | Clifton-Applegate and Hale Contractor | 6 x 7, Concrete with concrete floor, drawing attached. | |
| 993/ 38 | | 6 x 7, Concrete, floor omitted, drawing attached. | |

Hope This will give you the desired information, but if not, kindly advise and we will endeavor to supply same.

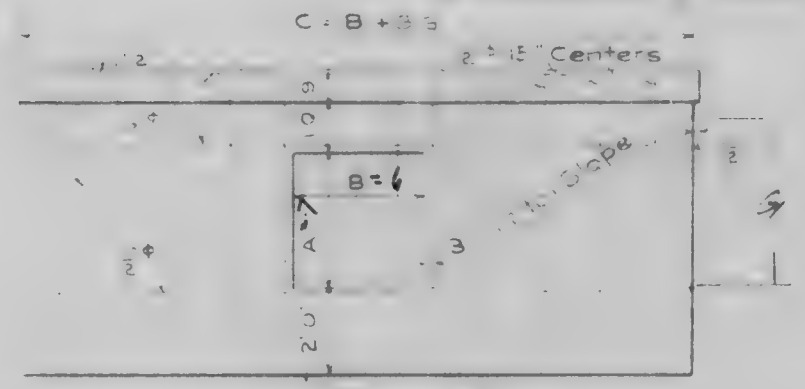
Very respectfully,

Manche O. Bennett,
Division Engineer.

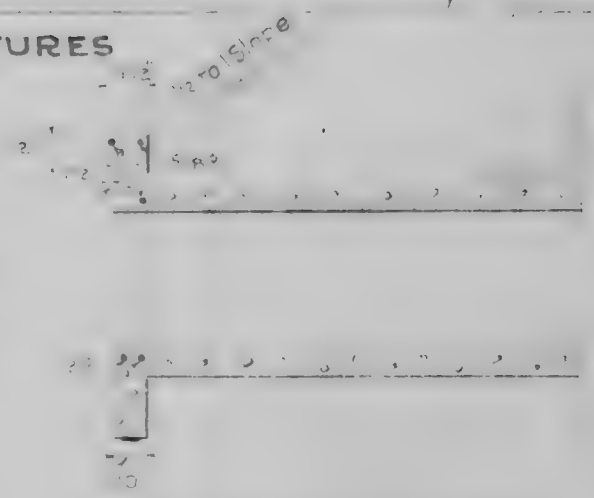
Mail gwn

WCC.B

# STANDARD STRUCTURES




END ELEVATION



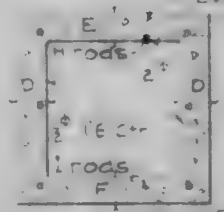
LONGITUDINAL SECTION

TABLE OF QUANTITIES FOR ONE HEADWALL

| | WIDTH OF OPENING, B, IN FEET | | | | | |
|---|---|---|---|---|---|---|
| | 2 | 3 | 4 | 6 | 8 | 10 |
| A | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |

| | HEIGHT OF FILL OVER CULVERT | | | | |
|---|---|---|---|---|---|
| | 2 | 6 | 10 | 12 | 20 |
| | W | W | W | W | W |
| 2 | | | | | |
| 4 | | | | | |
| 6 | | | | | |
| 8 | | | | | |
| 10 | | | | | |

Quantities given above for 1 lin ft of top and bottom. Add wall Quantities extra




D to be 6 except where Height of fill is 8' or over and opening is 5 or 6' Over- when D is to be 8"

F = E - 3", but must not be less than 6"

CROSS SECTION

All concrete to be 1-2-4 (Class A)

## REINFORCED CONCRETE BOX CULVERT

Scale 1/2" = 1'

PR
42

June 15, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

We are today mailing you under separate cover the detailed plans for the Macadamizing of the Echo-Pendleton section of the Columbia River Highway in Umatilla County, Federal Aid Project No 42. The detailed estimate to be used as a basis of the project/ ~~agreement~~ for this project is enclosed herewith.

Yours very truly.

ROBERT HOLL.
State Highway Engineer.

By

Office Engineer.

SWP:ET

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. 48

ECHO-PENDLETON SECTION OF THE COLUMBIA RIVER HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices)

21.88 Miles of Surfacing — Salem, Oregon June 15, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| 48,000 | Cu. Yds. | Broken Stone or Crushed Gravel Surfacing | $ 2.25 | $ 108,000.00 |
| 2,000 | " | Talus Sub-surfacing | $ 1.00 | 2,000.00 |
| 15,000 | Mile Yds. | Payment | .50 | 7,500.00 |
| All Required | | Reshaping Old Grade, Sta. 1062 to Sta. 1143 | Lump Sum | 500.00 |
| | | Sub-total | | $ 118,000.00 |
| | | 10% Engr. & Contg. | | 11,800.00 |
| | | Total | | $ 129,800.00 |

Length of Project = 21.88 Miles
Cost per Mile $5,932.35

| | | |
|---|---|---|
| State Funds Available | $64,900.00 | |
| Federal Aid Requested | 64,900.00 | Signed: |
| Total | $129,800.00 | S. H. Probst |

Office Engineer.

EVD

PR
4w

Fruitvale-Echo.

June 10, 1920.

Clifton, Applegate & Toole,
Hutton Bldg.,
Spokane, Washington.

Gentlemen:

On May 10th, we wrote to you requesting that you quote us prices for the placing of twelve and twenty-four inch corrugated iron culvert pipe furnished by us F.O.B. Rolin. Inasmuch as we have received no reply to this letter, we are forced to cut from your estimate, the quantities submitted by our resident engineers for hauling and placing twelve and twenty-four inch corrugated iron culvert pipe. Kindly let us have quotations upon these items so that payment can be made in the next estimate.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-WM

C.C. to W.O.Bennett
A.A.Kirkwood
J.F.Waller

Form 1217

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT  GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

| SIGNS OF SERVICE DESIRED | |
|---|---|
| Telegram | |
| Day Letter | |
| Night Message | |
| Night Letter | |

Persons should mark or X opposite class of service desired; otherwise THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

| Number Wds. |
|---|
| Check |
| Time Filed |

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 8, 1920

W. O. Bennett
Division Engineer,
Pendleton, Oregon.

The standard gauge Arrow mine on Pendleton-Echo Section
Contractor to be reimbursed for difference in cost

Engineer Dept.

April 29, 1920.
File 30PB

TR 4

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

The prefix 30DB was originally intended to cover both grading and graveling the Echo-Pendleton Section, but since has been changed to include only the grading.

Please be advised that the job prefix for graveling this section is now 30PB.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By
Division Engineer.

For Office Engineer.

HBG-MM

...Commissioners
...Secretary and Assistant Engineer

HERBERT HUNN
State Highway Engineer
MANCHE O. BENNETT
Division Engineer

# OREGON STATE HIGHWAY COMMISSION
SALEM

30 DB

PENDLETON, April 27, 1920.

Subject: Prefix.

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

DearSir:

Our records show that prefix 30 DB for the Echo-Pendleton section covers both grading and graveling. We would like to have a statement from you affirming this.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

30PB
ANSWERED
H. B. G.

RECEIVED
APR 29 1920

April 28, 1920.

File: P.H. No. 42

Mr. W. C. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of April 26th with reference to culvert pipe for the Pendleton-Echo Section. As regards allowing Clifton-Applegate & Toole any amount to cover additional cost of culvert pipe in addition to whatever quantity they may have included in their original order to the Coast Culvert & Flume Company, will say that the contract does not give us any authority for such a payment and the contract specifically states that the quantities under any item in the contract may be increased or decreased as the requirements of the work may make desirable. We do not recall of a claim of this nature having been presented by any other contractor, although situations of this kind undoubtedly occur frequently. As the contractor states, in his letter, however, it is customary for material men to supply any quantity of material that may be required to complete a given job regardless of whether these quantities are greater or less than may have been stipulated in the original contract. The fact that the Coast Culvert & Flume Company has refused to do this is a matter between the Culvert Company and Clifton, Applegate & Toole.

Inasmuch as the Pendleton-Echo Section was awarded prior to October 31st, 1919, at which time the specific orders were issued requiring that all pipe comply with standard specifications as regards gauges of metal, and as the contractor probably submitted his proposal with the understanding that lighter gauges would be accepted, we cannot reasonably insist upon his placing the heavier gauges upon this work, and you may therefore authorize the use of the gauges which were understood to be acceptable prior to October 31st, to be used upon the balance of this particular job.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

SHP:HE

Office Engineer.

HERBERT NUNN
State Highway Engineer

MANCHE O. BENNETT
Division Engineer

# OREGON STATE HIGHWAY COMMISSION
SALEM

30 DB

PENDLETON, April 26, 1920.

Subject: Culvert pipe costs.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Please find attached letters from Clifton, Applegate & Toole explaining that they will probably face additional costs for culvert pipe ordered under the late specifications.

You will notice by the letter dated April 19th that the Coast Culvert & Flume Company are taking a rather unusual stand in regard to filling the order for the Pendleton-Echo section. When the contractor placed the first order for pipe our list was not complete, and the understanding was that it was only a portion of the order. I may be wrong, but I believe the general practice is that a given rate should apply to the entire order for job in question. This, however, is a matter to be settled between the contractor and the company.

Inasmuch as the contractor bid on certain specifications and these specifications have not been changed, I do not see that he is entitled to additional pay at this time. I desire, however, to place the matter before you owing to the general controversy regarding gauge of culvert pipe. It is probable that this phase of the situation will come up several times in the near future on the different jobs affected. For this reason should like to have a ruling covering same.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

ANSWERED
S.H Probert

MOB/B

INCORPORATED

BUILDING
SPOKANE, WASH.
ANACONDA, MONTANA

MAIN OFFICE
TON BUILDING
IKANE, WASH.

CLIFTON, APPLEGATE & TOOLE
RAILROAD CONTRACTORS

Rieth, Oregon, April 23, 1920

Mr. M. O. Bennett
Division Engineer
State Highway Dept.
Pendleton, Oregon

Dear Sir:-

We are in receipt of a request from Mr. Waller, ordering 4 additional corrugated iron culverts, all located close to Echo. Mr. Waller makes note of instructions from Salem, dated April 10th, to the effect that no pipe will be accepted which is of lighter gauge than specified in the Department's standard specifications.

You will recall that we have had some little correspondence over the gauge pipe furnished for this work, due to the stand taken by the Coast Culvert and Flume Co., on the last pipe we ordered. We feel sure that we cannot hold them to their original price on any pipe used outside of that originally contemplated.

If we are unable to secure our old price, may we not assume that you will consider it proper to allow us the additional cost envolved.

Yours very truly,

Clifton, Applegate & Tocle

A/D

By T. C. Clifton

MAIN OFFICE
HUTTON BUILDING
SPOKANE, WASH.

Spokane, Washington,
April 19, 1920.

Mr. Manche O. Bennett, Division Engr.,
Oregon State Highway Department,
Pendleton, Oregon.

Dear Sir: -

The Coast Dulvert & Flume Company who are furnishing us with pipe for the Echo work claim that they have furnished us more pipe than was called for in the original specifications and they insist on considering the last shipment of pipe as extra pipe and charging considerably higher rate for it.

As you perhaps understand the quantities and size of pipe have been considerably changed to meet the requirements of the drainage. When we placed the order we thought we made it clear to them that the bid quantities were approximate only and were subject to change. They take the view, however, that they have fulfilled their contract, and that the last pipe sent to us, which, we understand, was Armco, should be paid for at the advanced price.

On any other work which we have had in other states, the material men have always been glad to furnish us any additional material at the original price without any question as to the exact quantities, they realizing of course that these quantities are liable to change. We would like to know if your experience in Oregon has been to the effect that it was a common practice to vary the price for additional material.

Thanking you for any information you can give us, we beg to remain

Yours very truly,

CLIFTON, APPLEGATE & TOOLE

By J. M. Clifton

JMC.EFC

April 15, 1920

Porter & Conley,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

I am returning to you herewith a copy of the executed contract No. 252, being the surfacing of the Echo-Pendleton Section in Umatilla County, Columbia River Highway, and also an executed copy of contract No. 251 for the Blalock-Arlington Section of the Columbia River Highway.

Yours truly,

Secretary.

RAK:LM
Encl:.

P R

April 13, 1920

Subject: Trucks and tractors for contractors.

Porter & Conley,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

In the invitations for proposals on the Blalock-Arlington and Echo-Pendleton projects, the following clause appeared:

"The State will furnish trucks at the contractor's option on the following rental basis: Wash Quad 2½ yard bed, $150.00 per month; 3 or 5½ ton trucks, $200.00 per month, on a basis of 240 hours per month extra time in proportion. Contractor will bear cost of operation, repairs, renewals, tires, etc. Tires will be appraised when trucks are sent out and returned and the different credited and debited. Equipment is to be returned in serviceable condition save reasonable wear and tear. Continuous time will be charged from date taken to date returned. Trucks for this job will be taken at Pendleton.

Caterpillar tractors, Holt model 120 will be rented on the basis of $300.00 per month on same basis of operation and upkeep as above for trucks."

If you desire to take advantage of this offer we would be pleased to furnish such equipment as you require. This equipment is all new or nearly new and the upkeep should be light. Our shop is located at Pendleton and we could handle such repairs as may be required on the equipment for you at a reasonable cost if you desired.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

R\K:LM

Form 39

PR 4-1

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Echo Pendleton — Date April 10, 1920

Week from April 3 to April 10

Highway Old Oregon Trail — Job Prefixes
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Umatilla

Survey will be completed about — Number in party Fire & Cut inspector

Camp location Echo

Mail address Echo

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Change line 53+58 and set slope stakes on same
Final measurement 661 to 670+60 and
644+50 to 649+66
Balance of work Centers & grades
Mrs Bedwell looked over work in Unit 13
April 8.
Grading Contractors are making better
progress again and ought to finish by June 10 -
Earth passed 400 of 20 - 75% Completed

Signed [signature]

Title Resident Engineer

[illegible],
State Highway Engineer,

J D[illegible]y

For Office Engineer

P.O. P.O.

April 3, 1920.

File: P.R. No. 42

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

During a recent visit to this office, Mr. McKesson requested that we send you a formal notification of the action of the Commission regarding a line revision to eliminate overhead crossings on the Echo-Pendleton Section, Oregon Post Road Project No. 42 . We herewith quote you an extract from the minutes of the Commission meeting held at Room 1301 Yeon Bldg., on March 24th, 1920.

> Mr. Purcell, District Engineer of the Bureau of Public Roads, and Mr. McKesson were present and asked as to their position on Federal Cooperation on the Echo to Pendleton graveling, they stated that their Bureau would take a stand against grade crossings and would not cooperate on this project unless the grade crossing was eliminated. Mr. Kiddle then stated, "Since the Government will not cooperate, I think we are fully justified in changing this route from the West side to the East side of the railroad tracks." Mr. Benson stated, 'I wish to be on record as opposed to going through Echo on the West side of the railroad tracks.' Mr. Benson then made a motion which was carried, that the definite location be adopted as the east side route through Echo in order to secure the cooperation of the Government and to eliminate the expense of the overhead crossing demanded by the railroad company."

We We hope that this will be sufficient to warrant your approval of the Project Statement which we understand is being held up pending the receipt of this.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

J D:MM By

For Office Engineer

50 20

April 5, 1920

Subject: Contracts.

Porter & Conley,
Railway Exchange Building,
Portland, Oregon.

PR
4-2

Gentlemen:

I am handing you herewith four copies of the contract for the construction of 8.9 miles of surfacing on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, also four copies of the contract for the construction of 23 miles of surfacing on the Echo-Pendleton Section of the Columbia River Highway in Umatilla County.

Please sign the contract and execute the bond on all four copies of each contract and return to this office for the approval of the State Highway Engineer, after which one copy of each contract will be returned to you for your files and one copy of each to the surety company furnishing the bond.

Yours truly,

Secretary.

WAK:LM

PR 42

April 1, 1920

Subject: Warrants.

Clifton, Appleg te & Poole,
Hutton Building,
Spokane, Washington.

Gentlemen:

In answer to your inquiry received by 'phone this date in regard to warrants inpayment of estimates on your work near Pendleton, wish to advise that a warrant for $3348.15 in payment of work done on the Echo-Pendleton job, Unit No. 2, and a warrant for $8970.60 for work done on the Pendl ton-Cabbage Hill job was mailed to you March 31.

A voucher for $29,463.78 for work done on Unit No. 1 of the Echo-Pendleton job has gone to the State Highway Commissioners for signature and a warrant will probably be mailed you about Tuesday, April 6th.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

CHW:IM

Assistant State Highway Engine r.

March 19, 1920.

File: P. R. No. 42

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith our estimate of cost and copies of the Special Provisions for Federal Aid Project No. 42.

Very truly yours.

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-EK

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 42

MACADAMIZING, ECHO-PENDLETON SECTION

OF COLUMBIA RIVER HIGHWAY IN UMATILLA COUNTY

Detailed Estimate to Accompany Plans

- - - - - - - - -

Salem, Oregon, March 17, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| 6,000 | Cu. Yds. | Broken Stone Surfacing | $ 3.05 | $ 18,300.00 |
| 40,000 | " | Crushed Gravel Surfacing | 2.45 | 98,000.00 |
| 2,000 | " | Talus Sub-surfacing | 1.50 | 3,000.00 |
| 15,000 | Yd. Miles | Haulage | .40 | 6,000.00 |
| All Required | | Reshaping Old Grade (Sta. 1062 to 1134) | | 950.00 |
| | | Sub-total | | $ 126,250.00 |
| | | 10% Eng. & Contg. | | 12,625.00 |
| | | TOTAL | | $ 138,875.00 |

Length of Project 22. Miles
Estimated Cost per Mile $6,312.50

State Funds Available $ 69,437.50
Federal Aid Requested 69,437.50

Total $ 138,875.00

Signed

S. H. Probert

Office Engineer

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO.41

MACADAMIZING, ECHO-PENDLETON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN UMATILLA COUNTY

# S P E C I A L  P R O V I S I O N S

Salem, Oregon March 17, 1920

## PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States, shall be made. (Section 6 of the Act of Congress, approved February 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for Other Purposes" - - - Public No. 299, 65th Congress.)

## PROJECT IS BEING GRADED

The attention of the contractor is particularly called to the fact that this project is under contract for grading at the present time, and the contract time for the completion of such grading is April 30th, 1920. The contractor will be required to carry on his surfacing without interference to the grading and the State assumes no responsibility or liability for loss of inconvenience to the contractor on account of non-completion of the grading.

## BROKEN STONE AND CRUSHED TRAVEL SURFACING

**Width, Thickness and Number of Courses:**

The width of surfacing to be laid under the terms of this contract shall be sixteen (16) feet. It shall be laid in two courses of an average loose thickness of four (4) inches each, except where in the opinion of the Engineer, the condition of sub-grade is such that two four inch courses are not required, the surfacing shall be laid in the number of courses and thickness ordered by the Engineer. The quantities given are approximate only and the Engineer reserves the right to vary respective amounts of crushed gravel or broken stone during the progress of the work.

**Gravel to be Crushed:**

All gravel shall be run through a crusher, crushing all over-size material to a maximum size of one and one-half (1½) inches.

**Broken Stone:**

All Broken Stone required upon the work shall comply with the requirements given under Material Details, and shall be crushed to a maximum size of one and one-half (1½) inches.

**Quality of Material:**

The Engineer shall designate the pits, banks, quarries, or other sources from which material shall be obtained and he shall reject all material which, in his opinion, is not equal in quality and grading to the best available within reasonable hauling distance. No

adjustment will be made on account of any loss of anticipated profits that may result from the lengthening or shortening of the payhaul distance.

Materials to be Secured by Contractor:

The contractor will be required to furnish and develop all pits, banks, quarries, or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials. Over-burden shall be removed far enough in advance to preclude all possibility of its becoming mixed with the materials used.

Hauling, Harrowing, Dragging, etc:

With the view of securing a maximum quality of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing as it is placed, to construct each course beginning at the point of the project nearest the point of loading and working away from that point, to complete the construction of the base course from each particular set-up before commencing the top course from that set-up and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can be reasonably be obtained.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section producing a uniform and finished crowned section as indicated on the typical cross-section attached.

Payhaul:

In his prices bid for "Crushed Gravel Surfacing", and "Broken Stone Surfacing" the contractor will include the cost of hauling all material to a point one mile from the point of loading and this one mile haul shall be considered free haul.

For each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on materials deposited in the second mile as two miles, etc.

Measurement and Payment:

In his price bid for "Crushed Gravel of Broken Stone Surfacing", the contractor includes the cost of preparing the sub-grade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface; excepting, however, that on material hauled more than one mile from the point of loading, he will be allowed "pay haul" as specified above.

The quantity of "Crushed Gravel or Broken Stone Surfacing to be paid for shall be the number of cubic yards, loose measure, of material of the particular class, delivered and incorporated in the work.

## TALUS SUB-SURFACING

Work to be Done:

On Sections where the roadbed is composed of coarse rock, the contractor will be required to fill the interstices in the existing surface with talus from rock slides along the roadway, before the crushed gravel or broken stone surfacing is placed. The width to be so filled shall be sixteen feet. The sections to be filled and quantities of talus used shall be as directed by the Engineer.

Method of Construction:

The contractor shall place the material smoothly and evenly over the portions to be filled and when required by the Engineer, shall hand rake the material so as to thoroughly fill the interstices in the roadbed surface. Care shall be exercised to cause no detrimental distrubance of the existing roadbed. The material shall be leveled to a true and even surface suitable as a base for the crushed gravel or broken stone surfacing.

Quality of Material:

The Engineer shall designate the sources from which material shall be obtained and he shall reject all material which, in his opinion, is not equal in quality and grading to the best available within reasonable hauling distance. No adjustment will be made on account of any loss of anticipated profits that may result from the lengthening or shortening of the payhaul distance.

Materials to be Secured by Contractor:

The contractor will be required to furnish and develop all slides or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for sub-surfacing materials.

Payhaul:

In his price bid for "Talus Sub-surfacing", the contractor includes the cost of loading and hauling all material to a point one-half mile from the point of loading and this one-half mile shall be considered free haul.

For distances over one-half mile, the unit price bid per mile for payhaul on surfacing shall apply and will be figured on the same basis except that the free haul shall be One-half mile.

Measurement and Payment:

The quantity of Talus Sub-surfacing to be paid for shall be the number of cubic yards, loose measure, delivered and incorporated in the work. The price bid shall include the furnishing, loading and hauling for one-half mile, placing, raking, and smoothing. Payhaul will be paid for as stipulated above.

## RESHAPING OLD ROADBED

The contractor will be required to reshape the present roadbed between Sta. 1062 and 1134. This section was graded two years ago and the reshaping will involve slight changes in profile grade. Side ditches shall be dug and roadbed finished according to the State Highway Standards.

This item shall include the replacing of a diversion dike and the digging of a

...-off ditch leading from culvert at Sta. 1131.

Measurement and Payment:

The contractor is required to make a lump sum bid on the above described work.

TRUCKS AND TRACTORS WILL BE FURNISHED

The State will furnish trucks at the contractor's option on the following rental basis: Mack Quad 2½ yard bed, $150.00 per month; 5 or 5½ ton trucks, $200.00 per month, on a basis of 240 hours per month extra time in proportion. Contractor will bear cost of operation, repairs, renewals, tires, etc. Tires will be appraised when trucks are sent out and returned and the difference credited or debited. Equipment to be returned in serviceable condition save reasonable wear and tear. Continuous time will be charged from date taken to date returned. Trucks for this job will be taken at Pendleton.

Caterpillar tractors, Holt model 120 will be rented on basis of $300.00 per month, on same basis of operation and upkeep as above for trucks.

March 13, 1920.
File: P.R. No. 42

Mr. H. C. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are sending you herewith a copy of a letter received from the Bureau of Public Roads recommending a change in the location of the Echo-Pendleton Section of the Old Oregon Trail, which change, they state, can be made for a relatively small amount of money, and will eliminate two grade crossings. They also state that they are withholding their approval of the graveling of this section as a Federal Aid Project until they have been assured that these crossings will be eliminated.

In order that we may have full information to present to the State Highway Commission at their meeting on March25d, we would request that you investigate this proposition, and submit a complete report, including estimates of cost.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HHP-HN

March 12, 1920.

File: F. E. No. 42

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are in receipt of your letter of March 10th referring to the possible elimination of grade crossing in connection with Federal Aid Project No. 42. This is a matter which must be referred to the State Highway Commission for action. In the meantime, we are requesting our Division Engineer Mr. H. O. Bennett to submit a report upon the proposed change. The matter will be brought to the attention of the State Highway Commission at their meeting on March 25.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HN

REFERRED TO Immigration
BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Engineering - Post Roads.
Oregon F.A. 42.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 10, 1920.

State Highway Commissioner,
Salem,
Oregon,

Dear Sir:

A preliminary inspection report on Federal Aid Project No. 42 between Pendleton and Echo discloses the fact that there is a grade crossing over the O.W.R & N. tracks about a mile East of Echo, and that after passing through the town of Echo, the road recrosses the railroad tracks thus involving two grade crossings.

This feature was discussed with your Division Engineer, Mr. Bennett, at Pendleton who agrees that the elimination of these crossings involves no constructive difficulties except that a concrete bridge, just built across an irrigation canal, would have to be abandoned in case of a change in the location of the road. The cost of this bridge is small as compared to the cost of two over-head crossings which it will become necessary to build if the road is allowed to remain in its present location. The desired elimination can be effected by remaining on the northeast side of the tracks through Echo and not crossing them at all.

ANSWERED
S.H Probert

The project appears eligible for Federal Aid except for these crossings; but approval is being withheld until we have assurance from your office that these grade crossings are to be eliminated.

Very truly yours,

District Engineer,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 6, 1920.

Engineering - Post Roads,
Oregon F.A. 42.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We hereby acknowledge receipt of one unsigned copy of Project Statement and supporting papers for proposed Federal Aid post road project in Umatilla County, between Echo and Pendleton, known as Echo-Pendleton Section of the Colubia River Highway.

We have given this project our number 42.

Very truly yours,

District Engineer,

March 3, 1920.

PR 42

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith an unsigned copy of a project statement requesting Federal Aid in connection with the grading of the Echo-Pendleton Section of the Columbia River Highway in Umatilla County, to which Project, we would request that the number 42 be assigned.

This is the project in regard to which we wrote you a few days ago, stating that we desired to receive bids at the meeting of the State Highway Commission on March 23d, but it would be impossible for us to submit complete maps and profiles until sometime later due to the fact that some revisions remain to be made in connection with the alignment and grade as now under construction. We will have ready for submission within the next two or three days, however, the detailed estimate and special provisions which we desire to use in connection with this project.

Two additional copies of this Project Statement will be supplied to you as soon as the signatures of the State Highway Commission can be obtained.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-EC

Form P R 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

Project No. 42
(Not to be filled in)

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) March 2nd, 1920

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Road Bonding Acts, Chapter 178, Laws of 1917 and Chapter 31, Laws of 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Echo—Pendleton Section of the Columbia River Highway
2. Located between Echo and Pendleton County of Umatilla
3. Points of beginning and ending East City limits of Echo, Ending at a point 1.5 miles east of Nioth
4. Length in miles (gross) 23.0 (net) 23.0

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route none;

...les of project used as rural route none; miles over which there is a reasonable prospect that a mail route will be established.....; miles over which there is no reasonable prospect shown that a mail route will be established....., which is.....per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction.

This project is important as a link in a State Highway which upon completion will carry a very large amount of through traffic, both intercity and inter-state.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Project is a part of the Columbia River Highway, which highway is second only to the Pacific Highway in importance as a State Highway.

11. Improved roads adjacent or contiguous and type of each Connects on West end with 20 mile section graded and gravelled to state standards. Connects on East end with good broken stone macadam road into Chiloton

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks see 14, (b) passenger motor vehicles....., and (c) horse drawn vehicles.....

13. Local traffic, approximate average daily number of (a) trucks see 14, (b) passenger motor vehicles....., and (c) horse drawn vehicles.....

14. Description and present condition of traveled way The entire project is now under contract for grading to a twenty-four foot roadbed with a maximum grades and standard alignment. Prior to this time no continuous traveled way has existed over this route.

surfacing 16 ft.; feet between ditches 20; approximate maximum gradient 5

type of construction. Crushed gravel and crushed rock surfacing.

17. Location, nature, and extent of deposits of local materials suitable for use on this project.

Cement gravel and trap rock available at mover 1 point along the route. See
(Where practicable show by distinguishing marks on sketch map)

maps.

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

None
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State

(State or (and) County)

20. Amount of funds which ~~may~~ will be available for construction: (a) State $66,962.50 and such addi-
tional amount as may be required to insure completion. Bonds authorized Laws 1917
(Amount) (Source: refer to statute) and 1920.

(b) County None
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by
(State or (and) County)

from the following sources:

## RESOLUTION

**In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,**

**IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and**

**BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.**

**I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.**

**ROY A. KLEIN**

**Secretary.**

cost of project:

...O. Bonnett ..... Date ..... February 24, ..... 1920

| | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 37,000 | Cu. yds. | Crushed Gravel Surfacing | 2 50 | $ 93,750 00 |
| 5,500 | Cu. Yds. | Broken Stone Surfacing | 3 00 | 16,500 00 |
| 15,000 | Yd. Mi. | Haul | 60 | 9,000 00 |
| 2,500 | Cu. Yds. | Excavation (Ditching,etc) | 1 00 | 2,500 00 |

Above estimate contemplates a surfacing of eight (8) inches, loose thickness, except where the roadbed is in solid rock. For sections where roadbed is in solid rock, which [redacted] sections aggregate about 1½ miles, a four (4) inch loose [redacted] thickness of surfacing is contemplated.

Other items

Length, 22.0 miles.

Cost, $ 6,087.50 per mile.

| | |
|---|---|
| Subtotal, | $ 121,750 00 |
| 10% Engineering and Contingencies, | 13,175 00 |
| Total | 133,925 00 |

This estimate approved by: S. H. Robert

(Title) Office Engineer

26. Amount of Federal aid desired $ 66,962.50

(State in lump sum or percentage, but not both)

ment desired on completion or as work progresses.....as work progresses.....

.....

.....

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project.....

State Treasurer of State of Oregon, Salem, Oregon

29. Additional remarks.....

.....

.....

.....

.....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

.....OREGON STATE HIGHWAY COMMISSION.....
(Official title of Highway Department)

By.....

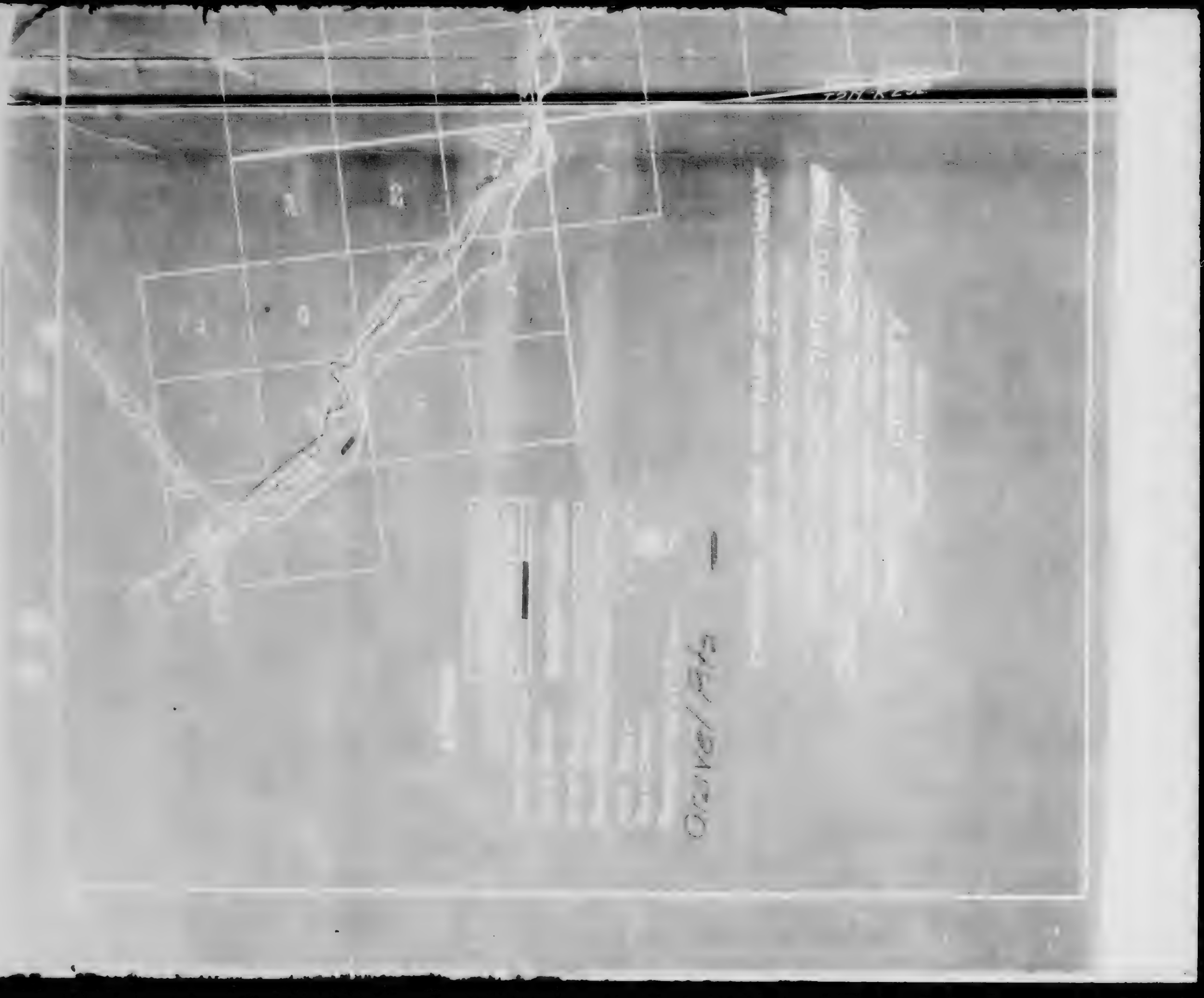
.....Chairman.....
(Title of officer)

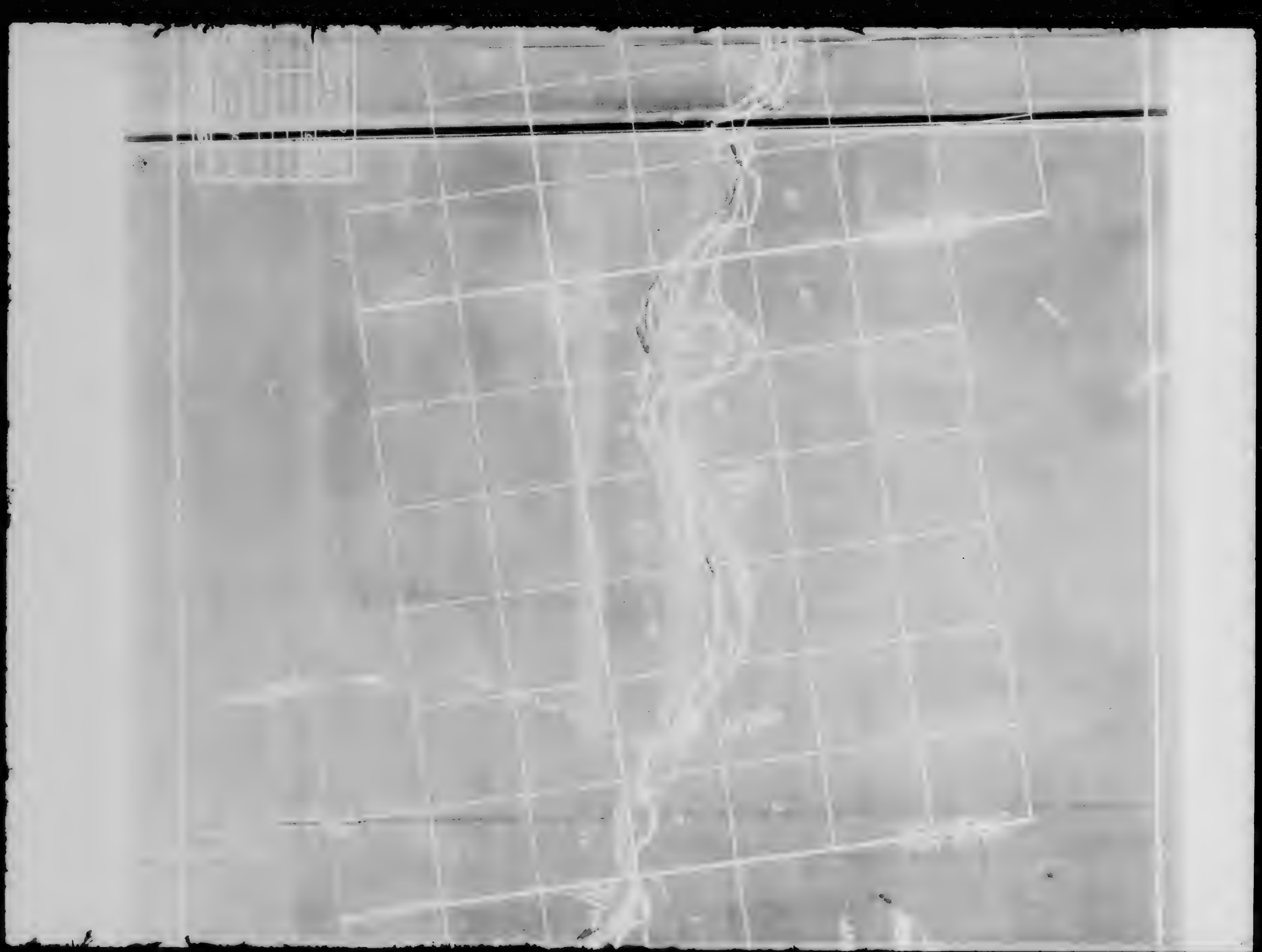
By.....

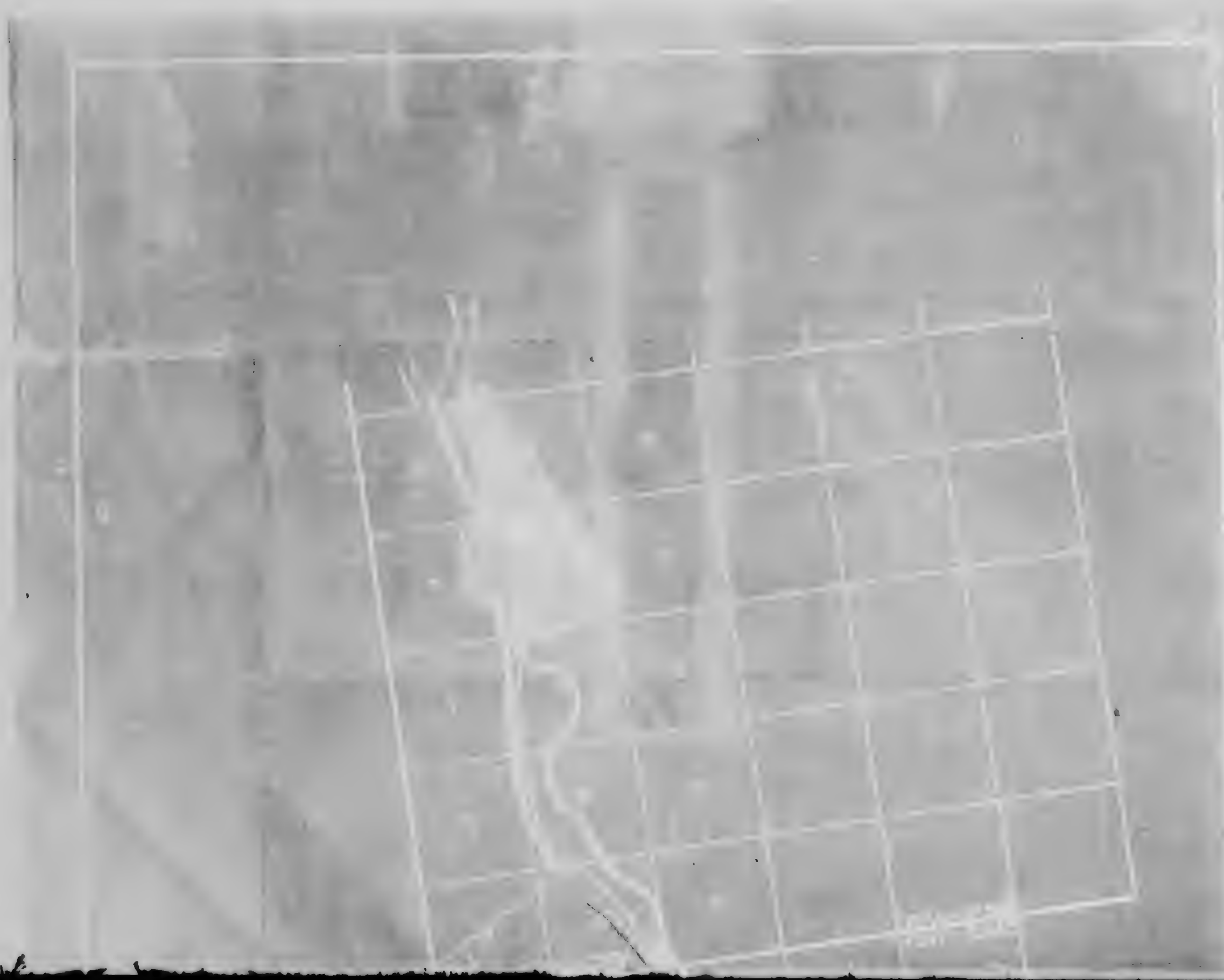
.....Commissioner.....
(Title of officer)

By.....

.....Commissioner.....
(Title of officer)







March 8, 1920.

PK 62

Mr. Ed M. Riddle,
State Highway Commissioner,
Island City, Oregon.

Dear Sir:

I am handing you herewith project statement as required by the Federal Aid Act for graveling the Hialeah-Arlington Section of the Columbia River Highway and the Echo-Pendleton Section of the Columbia River Highway, both of which were ordered advertised at the last meeting of the Commission. If you approve, will you please sign and forward direct to Mr. Booth at 453 Central Building, Los Angeles, California.

Very truly yours,

Secretary.

RAK/MI

PR 3-4

March 2, 1920.

File: 122

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are in receipt of the project statement submitted by you for the Pendleton-Echo Graveling. In looking over this statement and the accompanying estimates and special provisions, I have noted a few points which I desire to call to your attention.

In the first place, in the submission of future statements for surfacing, show your quantities in cubic yards regardless of the fact that the form gives the square yard as a unit. The square yard was intended, I believe, to apply to hard surfacing rather than to macadam. At any rate, the Bureau of Public Roads has no objection, and it is preferable from our standpoint, to show estimate items, units, etc. exactly as they would be shown on one of our own estimates. Broken stone and gravel should not be combined and shown at a single unit price as this makes checking difficult.

In your note in regard to the laying of only a four inch course in certain place, you note that this is to be done only on "loose rock fills." It would appear to me that the logical place for it would be in solid rock cuts which are very likely adjacent to the rock fills. Possibly this thin course would be satisfactory on rock fills too, but this is not so apparently true as in rock cuts.

In your special provisions you specify a course of filler to be used over loose rock fills and estimate that, on the average, this course will be two inches thick. You state that the purpose of this course is to fill interstices to prevent the broken stone from sifting down into the rock fill, and you also state that this filler may be earth or other material. I question whether a two inch course, particular where earth is used, would be sufficient to give the result desired. If the openings are large enough for the broken stone to sift through, would not a two inch earth filler course soon wash out, leaving no better subgrade condition than existed before the filler was applied? We believe that if earth is allowed to be used for this purpose, it should be put on in a course of not less than six inches and preferably eight inches, and subjected to some form of compacting, rolling with an ordinary farm roller would be satisfactory for this purpose.

Unless a very satisfactory quality of talus material is available, however, we believe that gravel or broken stone should be used for this course using material up to about three inches where the rock fills are very open. Where a very considerable amount must be added, however, in order to build up the corwn or the grade, earth might be used satisfactorily.

Summing up the last few paragraphs, we would recommend that the interstices inthe rock fills be filled with the broken stone or gravel surfacing material, specifying that material up to three inches be used if in the discretion of the Engineer this appears desireable. By basing the estimate upon a full eight inch course over these places, plenty of material would be available. I would recommend specifying, however, that where the roadbed is in solid rock cut or in firm rock fill, the thickness may be decreased as appears to the Engineer to be warrented.

For use in building up the crown, if this is necessary in places, I would recommend estimating a quantity of borrow with a free haul limit of 500 feet, or wherever wagon or truck haul would begin, and a flat pay haul price of, say, $.75 on all material hauled more than 500 feet and less than one-half mile. After the first half-mile, the regular pay haul price on surfacing material could operate.

This arrangement should draw a borrow price of about $.75 per yard. The plan outlined in the special provisions as submitted, contemplating a free haul of one half mile would require a contractor to bid contemplating a wagon or truck haul, which would mean at least $1.50 per yard.

I might say at this point, that I believe that the grading contractor should be required to top out these rock fills with suitable material. This feature is covered under "subgrade" on page 16 of the Standard Specifications. Would suggest that you insist upon this, at least in work not already finished.

For the section between stations 1062 and 1134, I would suggest that a more definite statement of the work involved be given. There should at least be a typical cross-section shown in order to avoid possibility of misunderstanding with the contractor.

In regard to the pay haul item, we believe that it would be desirable to specify a flat price of say $.60 per yard mile. Past experience has shown that contractors are very apt to unbalance their bid on this item with more or less serious consequences at times. If the bidder feels

that $.60 is too high or too low, he can take care of the difference in his bid on materials.

I have written the above paragraphs thinking that they may contain some ideas worth incorporating in the special provisions, and as suggestions rather than anything else. Our intention of handling this work as a federal aid project, makes it very desirable that our specifications be full and complete and that they will unquestionably give good results. The time is already too short to allow the Bureau of Public Roads to pass on the specifications before the proposal forms are sent out. It is essential therefore that there be no room for objections on their part, as changes after the contract is let cause considerable grief.

I would ask, therefore, that after you have looked over the recommendations made, you write or phone me as to whether or not you would wish to have any of the features mentioned, incorporated in the specifications for the work involved. An early reply would be appreciated as the time is getting short.

Very truly yours,

HERBERT NUSS,
State Highway Engineer,

By

Office Engineer.

SHP-MH

February 19, 1920.

File: P.R. No. 42

Mr. H. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Referring again to the matter of plans for the proposed Federal Aid Project covering graveling of the Pendleton-Echo Section in Umatilla County, we are enclosing herewith a copy of a letter received from Bureau of Public Roads in reply to our letter of February 16th, making inquiry as to the possibility of the advertising of the work prior to the submission of the completed maps and profiles. It would appear from their reply that this procedure would be acceptable to them. I would suggest, therefore, that you immediately prepare and submit the project statement for this work and that the preparation of the large scale plans be carried on as rapidly as possible, but with a view to including the revisions which you stated in a recent letter still remain to be made in connection with the grading.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

PR 42

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,

RECEIVED
FEB 18 1920
STATE HIGHWAY ENGINEER

POST-OFFICE BUILDING
PORTLAND, OREGON

February 17, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of February 16th relative to a proposed Federal Aid project between Pendleton and Echo in Umatilla County.

We suggest that you submit a Project Statement at your earliest convenience accompanied by all necessary supporting papers, and state therein fully the importance of the road, amount of traffic and the substantial character of the proposed improvement. A preliminary inspection will then be made without delay and, if the proposed type of improvement justifies Federal Aid, the project statement can be forwarded in the usual manner. You may then proceed to advertise for bids, but plans should be submitted as soon as possible, in any event before construction work is begun.

If as you say, the necessary revisions will probably be completed within a month or six weeks, you should be able to submit the plans about April 1st, which would allow sufficient time for our review before work is begun. Cross sections need not be attached where surfacing only is proposed.

Noted BWP
Copy to [illegible]

Yours very truly,
C. J. McKenzie
Acting District Engineer.

February 14, 1920.

File: P.R. No. 42

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of February 13th in regard to the preparation of Federal Aid plans for the graveling between Echo and Pendleton. As we consider it very important that this work be placed under contract at the very earliest possible time, we are today writing to Mr. Purcell asking that he allow us to contract this work basing his approval upon the profile for the grading job, together with typical cross-sections and detailed estimates covering the work to be included under the Federal Aid Project, with the understanding that the maps and profiles prepared in accordance with the standards of the Bureau of Public Roads, be submitted at a later date, when it is possible to include all revisions in grade and alignment which will be made in connection with the grading work. We will advise you further as soon as we hear from Mr. Purcell.

Very truly yours,

HERBERT NUNN.
State Highway Engineer.

By

Office Engineer.

SHP-MH

CONTRACT # 198,
282,332,376

PR 25 Sherman Co. Sec. 1921 - 1924

198, 282, 332, 376

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. .....

POST OFFICE BUILDING,
PORTLAND, OREG.

November 8, 1924.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed herewith is a copy of a recent inspection report on Oregon 25, Deschutes River . John Day River Section of the Columbia River Highway, which we are sending you for your information, and because of the comments on the results of the oil treatment, and the relative effect of rain and traffic on the oiled and unoiled section, which may be of interest.

It appears desirable that some action be taken toward correcting the unsatisfactory condition of certain sections of the project.

Very truly yours,

C. H Purcell
District Engineer.

A. M. Davis
ACTING

Enclosure

(Copy of report sent to C. W. Wanzer)

One

Oregon

Inspection. 25

Col. Riv. Hwy., John Day Riv.-Deschutes River.

A. F. Morris, Associate
Highway Engineer.
Unaccompanied.

November 1, 1924

Time spent on inspection one hour.

Project consists of 14.8 miles of gravel surfacing 8" thick and 16' wide. Completed in April, 1921.

Surface:- From the Deschutes River to Miller, about onemile, the present condition is a little better than at the time of last inspection on September 8th. The surface has been bladed which filled up the holes, but traffic has whipped out most of the loose gravel so that the surface is still rough and full of holes. From Miller to the junction with the Fulton Canyon road, there are few if any holes, but the surface is badly corrugated. This section of about one-half mile has never formed a hard oil crust as other sections which were oiled, but has a loose top like untreated gravel road.

From Fulton Canyon road to the railroad crossing at Miller the surface is smooth and hard with but few defects. From the railroad crossing for about one mile easterly through the sand dunes the surface is very rough and full of holes. It will be necessary to break up and re-shape this section. The two miles from the east end of the sand dunes to Spanish Gulch viaduct is in good condition with the exception of a few small holes.

All of the above described section was oil processed using from 90 to 135 bbl. per mile. The method of processing the top with oil was described in a special report dated August 9, 1924. The oil-sand-gravel mixture, while much better than an untreated road, is not as good as the surface treated crushed rock section on Oregon 37 between Celilo and Seuferts, which was bound up with clay before applying the surface treatment of light oil at the rate of 60 bbl. per mile; and is in no sense comparable to a pavement or a penetration macadam.

East of Spanish Gulch the surface has all been filled with clay binder and all except the section from the Maryhill Ferry to a point about three-fourths mile east of Rufus (a total of about three miles) has been surface treated with oil using about 60 bbl. per mile.

At the time of this inspection there had been an unusually heavy rain of several days duration. The oiled sections showed little ill effect from the rain, but the uncoiled section was a smear of mud to the depth of the clay treatment.

Copy sent to S. M. Mercer

Gov. Pty. Rd., Inspector.

...ace (Continued):-
Attached photos show the comparative condition of the oiled and the unoiled sections..
If properly patched as soon as the weather will permit, the oiled sections will probably resist further action of rains and carry traffic through the winter, but the untreated section should either have more gravel, or oil treatment if weather will permit.

Shoulders & Slopes:- Loose material on the shoulders at low points in grades was holding water on the road. Some damage has been done by water from the road cutting the shoulders.

Guard Rail:- O.K.

Ditches:- Filled with sand.

Bridges, Culverts & Drains:- Many of the pipe culverts were filled with sand and should be opened.

Adequacy of Maintenance:- While maintenance work on this project has been fairly well handled, the project should still be classed as unsatisfactory because of the poor condition on certain sections.

Traffic:- On October 19, 1924, traffic west of the junction with the Sherman Highway totalled 603 vehicles. East of the junction the total was 462 vehicles.

Photographs:- Attached.

10868 - One-half mile east of Maryhill ferry. This section filled with clay but not oiled.

10869 - One-fourth mile west of ferry. This section same as shown in photo #10868 except for surface treatment with oil.

Form 108-A—19140.

# Oregon State Highway Commission

Report of Rock Test

Date reported 3/28/23 Lab. No. 14039

Source from U. S. Bureau of Public Roads. Field No.

County Jackson

Quantity represented Job Trail Prospect Sec #1 Bridges

To be used Class A concrete Sampled by A. V. Bury

Specific Gravity - - - - - 2.65

Abrasion per cent wear - - 3.41

Rock represented by this sample is suitable for use in Class A concrete.

CC U S Bureau of Public Roads 2
Office

H. S. Bailey
Testing Engineer.

ISRB

Mr. C. H. Purcell, District Engineer for
The Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

January 27, 1923.

Dear Sir:

It is the desire of the State Highway Commission to call for bids for the grading of that portion of the Trail-Prospect Section of the Medford-Crater Lake Highway, the grading and surfacing of which is not included under contracts which have been let by your Bureau.

The surveys for this section were made by our Department, but all maps and profiles were forwarded to your office for use in connection with the preparation of plans for the Forest Road projects which are now underway.

We would be pleased to have you return to us these maps, profiles and other information which pertains to the section which remains to construct.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:ER

June 7th, 1922

Mr. E.A.King, Assistant Manager
American Surety Co. of New York
600 Yeon Bldg.
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your inquiry of the 6th inst. regarding the approximate date of acceptance of the Sherman Co. guard fence construction, Contract #376, A.Guthrie & Co., contractors.

In reply will say that this work was completed and accepted by the State Highway Commission on July 30th, 1921. Final payment was paid to A.Guthrie & Co. on August 24th, 1921.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

R.A.KLEIN
Secretary

Dic by H.B.Glaisyer
VLB

FORM 2A 1000-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]ON, PORTLAND
W. [illegible]ARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

53PB4 - Summary Sheet and Force Bills.
File 46.

The Dalles, Ore., Dec. 15, 1921.

37

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

DEC 14 1921
STATE HIGHWAY ENGINEER

Attention Mr. Probert.

Dear Sir:

On November 30th we forwarded to your office final estimate and supporting data on Contract 352. Herewith is the quantity summary sheet and force account bills, in amount $ 395.85, and November payroll in amount $ 961.00, against force orders No. 1, No. 3, and No. 4. Quadruplicate copies of Record of Extra Work Bills are attached.

One thousand dollars should be retained on this contract until fences are straightened up and painted, parapet walls repaired, and the job cleaned up. This work can be accomplished as soon as the road can be opened up. It is at this time closed by snow and sleet slides.

Parsons

Yours truly,

J. H. Scott,
Division Engineer.

JHS:Hl
Encl.

FORM 8A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

5313 4 - Final Records.
File 72.

The Dalles, Ore., Nov. 29, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Enclosed herewith are triplicate copies of the final estimate on Contract 332, also report of freight deductions since September 10, 1921, in amount $ 143.64; also force account payrolls for August, in amount $ 542.78, and force account payrolls for October, Order No. 1, $448.28; Order No. 2, $41.85, together with quadruplicate copies of Record of Extra work bills. This work is now complete with the exception of a small amount of force account work. The remaining force account bills, together with the summary sheet, will be submitted very soon.

Of the total due L. D. Horn, $1,000.00 should be retained until parapet walls are repaired, headers cleaned up, and guard fences are completed.

Under separate cover we are shipping by express the following final records to support this final:

Construction profile showing distribution of all work done under this contract.
6 cross section sheets supporting all excavation.
6 packages of rock tickets supporting broken stone and gravel, and earth fills.
1 book of bench marks.
1 book of final transit notes, Mud River-Vesier section.
1 book of transit notes to support paving construction profile, etc.
1 book supporting radius, super elevation, and widening of pavement on curves.

Yours truly,

RECEIVED DEC 1 1921 STATE HIGHWAY ENGINEER

J. W. Scott

J. W. Scott,
Division Engineer.

Retaining 2000 for Sinclair

JWS:Ml
Encls. cc C.A. Collier.

FORM 8A 1500-6-21

R. A. [illegible]OTH, EUGENE, CHAIRMAN
J. B. [illegible]EON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

PF 2-1

# OREGON STATE HIGHWAY COMMISSION

SALEM

28PA - Payment for Right of Way.
File 9. The Dalles, Ore., Nov. 9, 1921.

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Referring to your letter of November 5th in regard to Check No. 4907 payable to Joseph J. Miller for a piece of right of way in Sherman County.

The matter of right of way referred to was a matter of adjustment or exchange with the Railroad Company at Miller Station for a corner of their section grounds. On the part of the Railroad Company the matter hung fire for months, and when their consent was finally obtained, then Miller would not agree to let us have the property under any consideration. For months this corner was operated as a blind corner, and a roadway only 8 or 9 feet wide, and there occured a number of accidents. Finally a car which Mrs. Miller was driving collided with another car at this point, and Miller then sent word that he would settle. Mr. Devers came up to make the settlement, and as it was an emergency proposition, Mr. Devers requested that I use the above mentioned check for the above purpose.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

RECEIVED
NOV 11 1921
STATE HIGHWAY ENGINEER

E

Nov. 22, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FH-25

Dear Sir:

Receipt is acknowledged of your letter of the 21st inst relative to the final voucher on the Sherman County Section, Oregon Federal Aid Project No. 25.

The quantities which we have shown on the voucher are correct, and are in accordance with the checked final estimate quantities. It was our impression that a copy of the final estimate for the grading had been sent you, but we find that, due to oversight, such was not the case. Copies of the final estimates on the grading and on the Spanish Gulch Bridge are enclosed herewith.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W.DeSouza,
HTH
Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

November 21, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
NOV 22 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We acknowledge receipt of final voucher, in the amount of $61,903.09, covering work done from February 11th to March 31st, 1921, on Oregon Federal Aid project No. 25.

In checking this voucher with semi-final monthly estimate dated January 10, 1921, this being the last monthly estimate covering grading which we have received, the following discrepancies were noted:

| | Estimate | Voucher |
|---|---|---|
| Common Excavation | 171,738 cu.yds. | 163,488 cu.yds. |
| Intermediate Excavation | 40,005 " | 38,927 " |
| Solid Rock " | 43,816 " | 52,876 " |
| Overhaul | 278,418 Sta.yds. | 260,387 Sta.yds. |
| Class "C" Concrete | 129.46 c.y. | 128.71 c.y. |
| Rip Rap | 254.0 " | 255.0 " |

Spanish Gulch Bridge, according to final estimate dated June 17, 1920, involves 320.6 lineal feet of wood trestle while the final voucher shows 322 lineal feet.

Will you please advise us as to the manner in which the quantities used in the final voucher were arrived at, i.e., whether the result of a change in classification or due to checking up with final accounts.

Final voucher will be held in this office pending receipt of your reply.

Yours very truly,

District Engineer.

re maintenance on Federal Aid Projects 24 & 25

See File P. R. A.

FORM 2A 10M-9-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Eddyville, Oregon Oct. 29, 1921.

28PA.

Mr. Herbert Nunn,

State Highway Engineer,

Salem,

PR # 25

Dear Sir:-

In regard to correcting the Final Estimate of the Sherman County, Grading To date have not had any time to devote to it; without doing an injustice to the work at Eddyville. During the last three weeks there has been three and one half miles of Station Mens work completed, and as it is customary to give them their final immediately a job is finished, that is what I have been doing.

Am now correcting the Sherman County Grading and will have it completed in a few days.

Yours truly,

C. E. Earley

Res. Engr.

Hall

C.C. to J.C. McLeod.

OCT 31 1921
STATE HIGHWAY ENGINEER

October 28, 1921

Porter & Conley,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

In response to Mr. Porter's request this morning, I looked up the status of final estimates on the Shoreman County grading.

I find that the field data was returned to the Resident Engineer on September 17th for certain information, and to this date has not been returned.

We wrote Mr. Carter on October 22nd and sent him a wire today so that we hope to get some action to the end that the office check may be completed and final payment made.

Regretting this delay,

Very truly yours,

Secretary.

BAK:LM

cc. S. H. Prebert, Office.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

October 1, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert

Dear Sir:-

Herewith enclosing intermediate voucher #8 on Oregon Federal Aid project No. 25, as per your conversation with Mr. McKesson today.

Yours very truly,

District Engineer.

Sept. 27, 1921

Hartford Accident & Indemnity Co.,
450 California Street,
San Francisco, California.

File PR-25

Gentlemen:

In reply to your letter of the 20th inst. we beg to advise that final acceptance was made as of October 7th, 1920, on the contract held by Porter & Comley for grading the Sherman County Section of the Columbia River Highway.

Owing to several adjustments claimed by the contractor, and discrepancies which were discovered in the final records of the work, final payment to Porter & Comley has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza.
KTE

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
430 CALIFORNIA STREET, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, September 20th 1921.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:- File PR-25

In Re: Bond No.211481 - Porter & Conley -
Construction of Columbia River Highway
in Sherman County, Contract 198.

---

We wish to thank you for your letter of September 13th, in connection with the above contract. You advised that the final payment has not yet been made, but we are wondering whether the work has actually been completed, and we would be grateful if you could inform us in this connection. This request is prompted by the fact that a renewal premium was due on September 9th, but of course if the work had been completed at that time, no renewal premium is due us.

Very truly yours,

Harold Bishopp

HB:FW. Surety Department.

SEP 22 1921
STATE HIGHWAY ENGINEER

Sept. 19, 1921

Mr. J. H. Scott,
Div. Engr.,
The Dalles, Ore.

PR#15

File ~~38-C4~~

Dear Sir:

Replying to your letter of September 16th in regard to claims of Porter & Conley in connection with work under their contract for the grading of the Sherman County Section of the Columbia River Highway, we have to advise that these claims are all in our office and will be taken care of when the final pay voucher in connection with this work is prepared.

Considerable difficulty has been experienced in checking the final data submitted for this project. We are gradually getting this straightened out, however, and should be in a position to make final payment within the next three or four weeks.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:HCH

COMMISSIONERS

SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

28PA - Force Bills.
File 53.

The Dalles, Ore., Sept. 16, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
SEP 17 1921
STATE HIGHWAY ENGINEER

Dear Sir:

We have a letter from Porter & Conley stating that they had received their Sherman County final under Contract 198, and that the only force bills included were as follows:

| | |
|---|---|
| Encroachments 3, 4, 7, 8, 8½, and 9 | $ 7885.85 |
| Sloping Sta. 74 to 108 | 949.17 |
| Deschutes River Fill | 1106.66 |
| | $ 9941.68 |

Inquiry is made as to the disposition of the following force bills which were submitted by them:

| | | |
|---|---|---|
| Bill #1 | Extending double culvert 32 ft. Sta.27-92 East | $ 398.14 |
| #2 | Refencing R/W below grade Sta. 226 to 256 West | 149.79 |
| #3 | Moving shovel back to borrow pit, Deschutes River | 311.35 |
| #4 | Throwing track to rip-rap fill " " | 34.06 |
| #5 | Ditching at Sta. 204-206 | 15.77 |
| #6 | Graveling grade east of Deschutes River Bridge | 99.87 |
| #7 | Cleaning out channel under Fulton Bridge | 29.02 |
| #8 | Cleaning out and opening Culverts east of Rufus | 88.42 |
| #9 | Refinishing grade for strawing | 321.53 |
| | | $1447.95 |

Inquiry is also made as to the delay in receiving the Western Union Telegraph Company bill for patroling lines, amounting to $2212.82, as per Mr. Kelley's letter of July 16, 1921. We have no record of the above bills in this office, but presume that some of them were passed on to the Salem office for disposal.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

ANSWERED
S. H. Probert

...COMMISSIONERS

...SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

28PA - Force Bills.
File 53.

SALEM
The Dalles, Ore., Sept. 16, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

... 1921
STATE HIGHWAY ENGINEER

Dear Sir:

We have a letter from Porter & Conley stating that they had received their Sherman County final under Contract 198, and that the only force bills included were as follows:

| | |
|---|---|
| Encroachments 3, 4, 7, 8, 8½, and 9 | $ 7885.85 |
| Sloping Sta. 74 to 108 | 949.17 |
| Deschutes River Fill | 1106.66 |
| | $ 9941.68 |

Inquiry is made as to the disposition of the following force bills which were submitted by them:

| | | |
|---|---|---|
| Bill #1 | Extending double culvert 32 ft. Sta.27-92 East | $ 398.14 |
| #2 | Refencing R/W below grade Sta. 226 to 256 West | 149.79 |
| #3 | Moving shovel back to borrow pit, Deschutes River | 311.35 |
| #4 | Throwing track to rip-rap fill " " | 34.06 |
| #5 | Ditching at Sta. 204-206 | 15.77 |
| #6 | Graveling grade east of Deschutes River Bridge | 99.87 |
| #7 | Cleaning out channel under Fulton Bridge | 29.02 |
| #8 | Cleaning out and opening Culverts east of Rufus | 88.42 |
| #9 | Refinishing grade for strawing | 321.53 |
| | | $1447.95 |

Inquiry is also made as to the delay in receiving the Western Union Telegraph Company bill for patroling lines, amounting to $2212.82, as per Mr. Kelley's letter of July 16, 1921. We have no record of the above bills in this office, but presume that some of them were passed on to the Salem office for disposal.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

ANSWERED
S. H. Probert

Sept. 27, 1921.

Mr. S. H. Carter, Loss Angr.,
State Highway Department,
Eddyville, Oregon.

Dear Sir:

We are returning by express to-day for correction the final Records and Estimate Sheets on Sherman Co. Section Columbia River Highway.

We have gone over the work very carefully and have noted on the correction sheets points that are not clear or that we do not check.

In regard to your overhaul we are unable to check your work in many instances due, we believe, to the incorrect method you use in applying your corrections for swell or shrinkage. You will note on the Mass Diagram of Rufus East where you have hauled material that shows swell into an embankment where you have applied a shrinkage correction.

On the Standard Mass Diagram you will note that a single swell or shrinkage correction is applied between the limits of haul. This eliminates a great deal of calculation and the final result is very close to the result obtained by using intermediate points of swell or shrinkage.

Another thing against the use of intermediate swell or shrinkage points, between limits of haul, is that in the majority of cases the swell or shrinkage is not accurately known and is usually guessed. However between limits of haul there is just so much excavation and embankment and as they balance the resulting swell or shrinkage is a matter of calculation.

Please go over your mass diagrams again and either apply your corrections as they should be or else use the Standard method referred to above.

Please give this your prompt attention as final payment is being held up pending the return of the Records and Final Estimate Sheets.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Asst. Office Engr.

Dic. by F. S. Woodruff
RB

Sept. 6, 1921

Hartford Accident & Indemnity Co.,
Yeon Bldg.,
Portland, Oregon.

File PR-25

Gentlemen:

We are in receipt of your letter of the 2nd inst making inquiry regarding contracts for grading the Columbia River Highway in Sherman County.

We beg to advise that this work has been completed but final payment has not yet been made pending check of the construction quantities. If you will write us again at a later date we will be very pleased to advise you of the amount of final payment and also the amount of force account included.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSpain.

ETH

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

JOHN KER CO.
YEON BLDG
RESIDENT AGENTS

PORTLAND, OREGON.

September 2-1921

Oregon State Highway Commission,
Mr. R.A. Kline, Sec.,
Salem, Oregon.

RE: PORTER & CONLEY- Contract-
Construction of Columbia River
Highway in Sherman County

Gentlemen:-

Will you please advise us the present status of the above contract ? If the job has been completed will you advise us the amount of force account ?

Very truly yours,

JOHN KER CO.

By A. M. Ames

AMA.
EN

Final payment was made.

NORMAN R. MORAY, *Vice-President and General Manager*
JAMES WYPER, *Vice-President*
JAS. [illegible] KEARNEY, *Vice-President*

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
430 CALIFORNIA STREET, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, August 10th 1921.

Mr. Roy A. Klein,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

In Re: Bond No.211481 - Porter & Conley.

Replying to your letter of August 4th 1921, we wish to advise that this bond was given by Porter & Conley in connection with the construction of Columbia River Highway in Sherman County under Contract 198. We regret that this information was not furnished you in the first instance.

Very truly yours,

Harold Bishopp

HB:FW. Surety Department.

Returned

Aug. 27, 1921

Mr. J. H. Scott,
Div. Engr.,
The Dalles, Ore.

File PR #15

Dear Sir:-

For your files we are enclosing an extra work order covering the digging of post holes, hauling, etc., in connection with certain sections of wood guard fence which were not carried to completion, this work being under contract No. 376.

You will recall that you recommended that this work be paid for on a commercial voucher rather than as extra work under the contract. As we desire to keep all payments to contractors upon the regular continuous estimate voucher, we have decided to make payment for this work as extra work.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ETH

REFERRED
Kilkey
BY H. J.

FORM 4 SH-6-21

R. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

28P14 - Bill for Extra Work.
File 47.

The Dalles, Ore., Aug. 16, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
AUG 20 1921
STATE HIGHWAY

PR #25

Dear Sir:

Herewith two bills from A. Guthrie & Company which we are submitting in voucher form, as the work cannot be readily segregated into force account. On the final inspection on the job, we decided that we could eliminate some fence at various points, and these bills cover the amount eliminated. In the first bill for dipping 88 posts at 15¢, this includes the creosote and labor in dipping, and was arrived at at an average cost. The second bill is for digging 124 post holes where the fence was eliminated. This also called for a redistribution of material, and delivering of extra material to a central point at Biggs. Also it includes the bill for the material itself. This material is stored at Biggs, and will be used on the work west of the Deschutes River between the Deschutes River and The Dalles.

Respectfully yours,

J. H. Scott,
Division Engineer.

Paint and Extra Work Contract #376 Order #1

JHS:Hl
Encls.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date July 30th, 1921

Job Name Wood Guard Fence — Week from July 23rd to July 30th.

Sherman County Section — Mail Address Quinton, Ore.

Highway Columbia River — Telegraph or Telephone Address Quinton, Ore

County Sherman — Job Prefix 28PA4, — Express and Freight Address Quinton, Ore

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

7896 Lineal feet of Wood Guard fence inspected and accepted on this date (July 30th 1921) This completes the entire job.

Contractor's Force - 1 Foreman & 3 men.

Engineers Force - Res. Eng'r

NOTED
H. B. GLAISYER

APPROVED
AUG 1 1921
DIVISION ENGINEER

Signed C C Seeley

Title Res. Eng'r.

(See back of this sheet for instructions and detailed information.)

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*steam shovels*

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

### INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job* ..... *Percentage*.....

*Other jobs* ..... *Percentage*.....

*Other jobs* ..... *Percentage*.....

*Other jobs* ..... *Percentage*.....

PR 21

July 26, 1921.

Mr. C. H. Carter, Asst. Engr.,
State Highway Dept.,
Eddyville, Oregon.

Sherman County Grading
Cd. R. Hwy

Dear Sir:

We are mailing you to-day Platted Cross-sections at sta 78 ∔ 00, 79 ∔ 00 and 79 ∔ 30 on the Sherman County Grading Rufus East.

You will note we have platted in the Remeasured Sections and that the area between the above mentioned lines and the original ground line is materially different from that obtained by you.

We can find no data to support the excavation lips as shown on the plots and are at loss to know how it was obtained.

Please give this your prompt attention as this job is in the process of checking.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by W. S. Woodford,

Sole Jcb. Scott.

July 10, 1921

Report on claim of Porter and Conley, Inc., Contract No. 190, Sherman County Section. Grading 14.7 miles, contract awarded September 9, 1919.

Mr. Herbert Dunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

Pursuant to your verbal instructions I have investigated, in connection with Division Engineer J. H. Scott, the claim of Porter & Conley, Inc., covering grading of the Columbia River Highway across Sherman County.

Surveys, estimates and preparation of plans were made under the supervision of Division Engineer A. C. Bennett. Contract was awarded September 9, 1919. Work was transferred to the Dalles division under the supervision of the writer about February 1920. Work was turned over to J. H. Scott, Division Engineer, about September 15, 1920. Mr. C. R. Carter has been in direct charge as Resident Engineer since the beginning of the work.

Final classification of the work was made by Mr. Scott and myself and is thought to be fair and liberal.

Final estimate, exclusive of force account items, amounts to $208,368.99. Preliminary estimate was $207,115.00, making an increase of $1,253.99 or approximately 6/10 of 1%. The engineer's estimate for this work, as a basis for awarding contracts, was $272,775.00. A. D. Korn & Company were the second low bidders at $257,190.03. Porter & Conley's bid was $65,660.00 below the engineer's estimate, and $50,075.00 below the amount of the next lowest bid.

It is my opinion that the contractor's low bid is largely responsible for the loss entailed but there are other factors over which he had no control that affect the cost of doing the work, and these only have been considered in recommending adjustments.

Contractors have submitted claims in the amount of $14,053.56 which are itemized as follows:

(1) Claim occasioned by delay at O. W. R. R. & N. right of way, encroachment No. 3, $200.00.

(2) Claim occasioned by delay at O. W. R. R. & N. encroachment No. 4, $1,512.00.

(3) Claim occasioned by delay at O. W. R. R. & N. right of way encroachments No. 7, 8 and 8½, $5,352.50.

(4) Claim occasioned by delay at O. W. R. R. & N. encroachment No. 9, $1,928.43.

(5) Sloping, station 74 to station 106, Rufus-East, $2,947.50.

(6) Changes in plans, at Deschutes River fill, $1,907.23.

Total of $14,855.38.

(1) Delays due to right of way at encroachment No. 3: this claim in the amount of $200.00 covers delay to the work on the O. W. R. R. & N. railroad encroachment No. 3, which covers that portion of the line between stations 422 and 414 where the highway crosses at grade, the Bend branch of the railroad. Contractors forces were stopped on May 7, 1930 by railroad officials, before the completion of the work. The Public Service Commission issued order No. 891 dated May 17, authorizing the crossing of the railroad but it was not until May 25th that the contractors representative in the field was authorized to proceed with the work. In the meantime the contractor had withdrawn his forces from this section and later, at the time the encroachment was released, having no equipment in this section, was forced to sub-let the remaining work at the unit prices of his contract.

The quantity involved in the encroachment is 3000 cu. yds, 1004 cu. yds. of which was moved by the contractor's forces prior to the time he was stopped and 1196 cu. yds. of which was sub-let. It is thought fair to allow 10% over the contract prices on materials moved by the contractors own forces to cover the contractors out of pocket expenses incident to the withdrawal and re-arrangement of forces, and 10% over the price for which the remainder of the work was sub-let as an asset in financing the work.

Amount of the claim $200.00; amount recommended as adjustment $136.92.

(2) Right of way delays at O. W. R. R. & N. encroachment No. 4, is between stations 375 and 400. The work pending negotiation with the railroad company officials, was held up until March 2b, at which time the contractor covered the work with grading forces. On April 1 the work was stopped by the railroad representatives and the encroachment was not

released until April 22nd. The Contractor again covered the work on April 26th. Contractor has submitted claim for $1,612.00 for this delay. The item of idle teams at $5.00 per day is thought excessive as $1.50 per day per head of stock is considered ample to cover subsistence. The item of horse help in caring for the idle stock is approved. The item of increase in wages as in effect after work was resumed, is also considered a just claim. The item of $225.00 for material moved twice due to sand blows is granted. The yardage in the original section amounts to approximately 11,000 cu. yds. As the work was abandoned in a state of incompletion and in the interim the wind caused the fine sand to drift into the cuts and to erode the sides of fills, both of which worked to the disadvantage of the contractor, the claim is considered reasonable. No oiling of sand areas had been done at this time and there was no satisfactory way of measuring the shifting sands. This sand condition applies on considerable portions of the work but no account has been taken on portions of the line where the contractor was permitted to prosecute the work without interruption.

The amount claimed is $1,612.00 and the amount recommended as adjustment is $1,280.00.

(3) Claim due to delays of right of way through C. W. P. R. & N. railroad encroachments Nos. 7, 8 and 8½:

Encroachment No. 7 is a longitudinal encroachment on the railroad right of way covering that portion of our line between stations 241 and 253, Rufus-East. Encroachment No. 8 is a similar one, between stations 215 and 225. Encroachment No. 8½, opposite station 225 to 227, Rufus-West, covers toe of the slope dike and spoil pile on the railroad right of way which provided for the reception of waste materials in order to avoid excessive overhaul. The yardage involved in these encroachments is approximately 25,000 cu. yds.

These encroachments were formally released under contract between the State and Railroad, dated July 15, 1920, (this is fifteen days after the specified time limit for the completion of the work) advance permission to occupy certain portions of these encroachments was obtained early in May. The item of $1,007.25 for boarding house loss covers salary and subsistence of kitchen help. This is thought to be a just claim as the boarding house was maintained in anticipation of the working being authorized and only a small force of stationmen who had work adjacent to the encroachment, was served. The item of $371.00 for salary and subsistence of rock foreman held especially for this work, is not approved as it is thought that his services should have been employed elsewhere or dispensed with. The item covering one-half of salary and subsistence of timekeeper and the expense of watchman is considered a just claim.

The item of $2,560.19 for the difference insale of wages prevailing in the fall of 1919 and summer of 1920 is considered a just claim. Item for $166.93 for transportation of laborers is considered a just claim as the labor shortage did not exist in 1919. Item for $254.19 for rebate on rental of State equipment that laid idle during suspension, is considered just. Items of $286.45 and $319.49 for shifting camps on account of portions of the work being held up, are considered just. The amount of this claim is $5,588.00; the amount recommended as a fair adjustment is $5,186.50.

(4) Being encroachment No. 9, C. W. R. R. & M. railroad company. This is a longitudinal encroachment along the C. W. R. R. & M. right of way between stations 146 and 195, Rufus-West. Contractor assembled camp and forces for this work about November 1, but the encroachment was not released at that time. Outfit was idle during December and the first week in January, on account of snow and extreme winter weather conditions. Work was started January 7 with a team outfit and was suspended on January 16 on account of borrow pits becoming flooded with melted snow. Railroad officials formally stopped all work on this encroachment on January 31st pending formal signature of contracts. Contractor's forces were moved to work adjacent to this encroachment and were employed until February 8th at which time all team work in this vicinity was finished except the flooded portions of encroachment No. 9. Forces were moved out of this section on February 26th and work was not resumed until May 10th.

Contractors claim is considered fair with the exception of the rate for idle stock; $1.00 per day per head instead of $2.50, is thought sufficient to cover sustenance of the contractors stock.

The amount claimed is $1,926.43; the amount recommended as an adjustment is $1,501.45.

(5) Sloping, station 74 to 108: This work comprises a heavy side hill cut out containing medium to massive boulders. Between stations 74 and 83 the materials held approximately to the slope as originally staked; between stations 83 and 104 the wind action upon the sand undermined the massive boulders and it was necessary to do a considerable amount of hand work with a consequent delay in the operation of the contractors steam shovel. Slopes were originally staked at 1:1 and ultimately reached a slope approximately 1:1. In places the slopes reached an elevation of

approximately 150 feet at 200 feet from the center line. It was necessary to throw the line out due to the flattened cut slope. Between stations 104 and 108 the slopes were held as originally staked. The original estimate of quantities was 57,366 cu. yds. Final measurement of quantities was 64,469 cu. yds. making a difference of 5,043 cu. yds. which is the approximate amount of materials back of the original slopes as staked and which were combed down in a separate operation. The work was classified as follows:

| Stations | Common | Intermediate | Solid Rock |
|---|---|---|---|
| 74 to 82 plus 25 | 360.00 | 2,224 | 7,404 |
| 82 plus 25 - 104 | 38,922 | 8,088 | 5,465 |
| 104 - 108 | 2,000 | 2,211 | 881 |

It will be noted that the material has been classified according to percentage of stone contained in the mass, but this fails to compensate for delays to steam shovel operation and handling the materials from back of slope as originally staked. The contractor makes claim for the expense of the entire shovel crew while engaged in handling this material. Actual observation by the resident engineer during progress of the work, shows that the shovel was delayed only from two to three hours daily. Inasmuch as materials were paid for at the unit price of the contract and that the shovel was delayed only approximately one-third of the time, I recommend only one-third of the amount as billed be allowed. This would make an increase of 19¢ per cubic yard over the contract unit price for materials moved in the re-sloping operation.

| | |
|---|---|
| Amount claimed | $2,847.50 |
| Amount recommended as adjustment | 949.17 |

(6) Claim occasioned by change in plans at Deschutes River fills:

The contractor bid on the steam shovel work at the Deschutes River fill according to the quantities shown on the profile, which were as follows:

| | | |
|---|---|---|
| 19,530 cu. yds. Common | $0.38 | $7,421.40 |
| 202,960 sta. yds. Overhaul | .03 | 8,788.50 |
| | | $16,209.90 |

Plans were changed after the contract was awarded and quantities were moved as follows:

| | | |
|---|---|---|
| 9,671 cu. yds. | $0.38 | $3,674.98 |
| 114,423 sta. yds. Overhaul | .03 | 3,432.69 |
| | | $6,607.67 |

Contractors overhead expense in assembling and moving out equipment was as follows:

| | |
|---|---|
| Dinky locomotive and cars | $701.71 |
| Steam shovel | 874.00 |
| Installation and removing industrial track | 332.22 |
| | $1,907.93 |

Inasmuch as the quantities were reduced in such proportion as to make the overhead out of proportion to the quantities moved, it is thought fair to allow the contractor the difference between the actual overhead expense and what it would nominally have been under ordinary conditions. This is arrived at by the following proportion: $16,208.90 (Estimate value of work bid on) is to $1,907.93 (Actual overhead) as $8,207.67 (Estimated value of work performed) is to the nominal overhead expense. The nominal overhead expense in this instance would be $801.27 and deducted from the actual overhead makes a difference of $1,106.66. It is, therefore, recommended that the contractor be allowed $1,106.66 as an adjustment of this claim.

The right of way delay was a very serious matter and it is thought that the contractor's increased cost of handling his work, due to continual delays and not being able to intelligently plan his work together with the fact that working conditions changed with the seasons, and that wage scales were materially increased during the summer months, is no more than off-set by the adjustments above recommended. Several line and grade changes were made throughout but the only place where the character or magnitude of the work was changed in such manner as to seriously affect the contractor's cost, is at the Deschutes River fills.

No attempt has been made to make adjustments on the basis of contractors profit and loss on the work. Inspection of his books, however, show the financial condition of the job, based on the adjustments as recommended being allowed, to be as follows:

| | |
|---|---|
| Total contractors expense to March 25, 1923 | $242,704.59 |
| Rental accounts not charged in above; for equipment | 5,168.84 |
| For stock | 1,200.50 |
| Total cost of work to Contractor | $249,073.93 |
| Value of final estimate | $208,248.99 |
| Force account bills | 4,249.38 |
| Western Union Bill (Force account) Special contract | 2,212.82 |
| Adjustments recommended | 2,401.78 |
| Total assets | $225,112.77 |

Herbert Dunn - #7 7-10-1921

Contractors loss on job $34,642.56

SUMMARY OF CLAIM ADJUSTMENTS.

| Number | Description | Amount Claimed | Amt. Recommended |
|---|---|---|---|
| 1 | Encroachment No. 3 | $ 200.00 | $150.00 |
| 2 | Encroachment No. 4 | 1,412.00 | 1,200.00 |
| 3 | Encroachment Nos. 7, 8 & 8½ | 5,588.80 | 5,100.00 |
| 4 | Encroachment No. 9 | 1,926.45 | 1,501.45 |
| 5 | Sloping, station 76 to 106 | 2,847.50 | 948.17 |
| 6 | Tombstone River Fill | 1,907.56 | 1,100.44 |

Total amount recommended $9,962.60.

Total amount claimed $14,055.36.

Respectfully submitted,

Assistant Engineer.

OCK.DE

July 16, 1921

Porter & Conley, Inc.,
510 Henry Building,
Portland, Oregon.

PR*25

Dear Sirs:

Please recall our recent conversation in discussion your claims on the Sherman County Section and refer to your bills covering Western Union Telegraph Company lines, charges and patrol. Your original bill was dated December 8, 1920, in the amount of $2077.67 and revised bill dated March 25, in the amount of $3414.48.

I have had this matter up with our legal department and they interpret the contract between yourself and the state, dated February 25, 1920, to mean that the state will reimburse you in the amount of $150.00 per month for patrolling lines.

The state has also objected to the charge of 25% for plant supervision as billed by the telegraph people, and have had this matter up with them and the telegraph company now considers 10% to be a proper amount to cover overhead expense, and in certain instances have refunded to contractors on this basis. Your claim has been adjusted on this basis and it is therefore proper for you to ask the Western Union Telegraph Company for a rebate on their bills. The bills which you submitted, upon which your charge of 25% was made, are as follows:

| | | |
|---|---|---|
| P D P - | 986 | $246.85 |
| | 993 | 29.09 |
| | 1003 | 30.36 |
| | 1040 | 33.30 |
| | 1043 | 39.09 |
| | 1058 | 29.76 |
| | 1066 | 47.95 |
| | 1095 | 2.91 |
| | 1100 | 6.27 |
| | 1124 | 9.91 |
| | 1165 | 14.16 |
| | 1198 | 16.99 |
| | 1210 | 29.02 |
| | 1239 | 33.83 |
| | 1242 | 9.51 |
| | | $577.00 |

You would therefore be entitled to a refund of $346.20 on the items covering moving of lines and patrolling which amount to $3033.57, and end on the list with Western Union bill No. 1277. I have figured your share of the expense as $1074.68 and the state's share as $1958.89 and on the bills for materials, depreciation, etc. for pro rated them approximately according to the above amounts, making your share one-third and the state's share two-thirds. This makes the state's share of the total bill as rendered, $2212.82.

This item is in line for payment ass force account item under your contract and if there is any question about the distribution of the charges would be glad to hear from you at once.

Very truly yours,

HERBERT NUEH,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

FORM 4 5M-9-21

R. BOOTH, EUGENE, CHAIRMAN
J. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

28PA - Force Bills.
File 53.

SALEM

The Dalles, Ore., July 8, 1921.

PR*25

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Enclosed herewith are revised force order bills covering certain items of loss and expense in connection with removal of slides near Rufus, on the Columbia River Highway. We are also returning the original bills as submitted, together with your letter in regard to the same. Porter & Conley have made the corrections as outlined in your letter, and the revised bill has been approved by this office. You will note on this revised bill that the items of material are not supported by the original bills. As this material was taken from Porter & Conley's stock it was not convenient to render the original bills or supporting freight receipts. If these freight charges cannot be passed in this form it will probably be necessary to eliminate them from this bill. The bills for rentals have been reduced to conform with your suggestion.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

Encls.

July 8, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

For your information is attached a copy of the contract between the Highway Commission and the O. W. R. R. & N. Railroad Company covering the construction of certain drainage pipes near Day Station on the Sherman County Section of the Columbia River Highway.

It will be noted that we are to make changes at the intake end of our pipe and also to remove the spillway at the discharge end.

Please arrange to do this with maintenance forces at the time the railroad forces are engaged in installing the pipe, and in conformity with the wishes of the engineer of maintenance of way of the railroad.

Yours truly,

[redacted]
State Highway Engineer.

By

Assistant Engineer.

OCK:LM

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
510 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

June 29, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Replying to your letter of May 18, file 53 regarding Force Account bills for removing slide at Rufus on the Sherman County work and returning your entire file.

In order to get these bills through, we have eliminated the bill covering the cook house loss entirely and in regard to the bill for supplies furnished in connection with the bunk houses and sleeping quarters, we have reduced this one-half. We have also reduced the rental on tents and rock cars as suggested and reduced the rental on the water tank one-half, charging the cook house with the balance.

While in our opinion, the bills as originally rendered were proper and a just charge, and we hope that the corrections as made will be satisfactory to Mr. Probert. Will you kindly see that they are past for prompt payment?

In this connection we wish you would kindly advise what is being done in regard to rendering the final estimate on the

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
810 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON


Sherman County work including all such Force Account bills as have been approved as we are very anxious to obtain the actual loss on this work.

Yours very truly,

PORTER AND CONLEY,

C Mark

MMI.

PR 24/1

July 7, 1921

A. Guthrie & Company,
Shoshone Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith copy of the executed contract for the construction of 7,900 lineal feet of wood guard fence on the Sherman County Section of the Columbia River Highway in Sherman County, our contract No. 576.

Yours very truly,

Secretary.

MAKeIM
1 Encl.

NOTED
H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

June 24, 1921.

REFERRED TO
Project
BY H. N.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Enclosed herewith is a copy of a recent maintenance inspection report on Oregon Federal Aid project No. 25.

Yours very truly,

District Engineer.

RECEIVED
JUN 28 1921
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date June 15th to, 1921.

Job Name Wood Guard Fence
Sherman County Section

Week from June 11th to June 18th.

Highway Columbia River

Mail Address Quinton, Ore.

County Gilliam Job Prefix 28 PA 4

Telegraph or Telephone Address Quinton, Ore.

Express and Freight Address Quinton, Ore

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Total Lineal Feet Guard Fence: 7900.
Completed to date: None.
Post Holes completed on 1548 lineal feet of fence
Lumber not yet on the ground

Contractor's Force - 1 Foreman & 5 men

Engineering Force - 1 Fence inspector

RECEIVED
JUN 23 1921
STATE HIGHWAY ENGINEER

APPROVED
JUN 20 1921
DIVISION ENGINEER

Signed A C Keeley

Title Res. Eng'r.

(See back of this sheet for instructions and detailed information.)

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....men,

.....teams, .....steam shovels

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....men,

.....teams, ..... trucks

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....men,

..... teams, .....trucks

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

Form P. R. 6

U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

State Oregon
Project No. 29
District No. One

Made to Chief Engineer, Washington, D.C., June 8, 1921., 19

Scratch all but one: ~~Preliminary~~ ~~Reconstruction~~ E. Construction Maintenance

Inspection Report on Columbia River Hwy., Sherman County section Project

County of Sherman

Date of Inspection June 5, 1921.

Made by C. H. Purcell

Title District Engineer.

8—4013

Inspection made with C. C. Seeley, Res. Engineer, State Highway Dept.

Project consists of 14.51 miles of gravel surfacing 8" thick and 16 feet wide. Completed April 15, 1921.

Surface:-Beginning to get rough. Two men operating truck and Russell drag cutting down high crown. Travel confined to single track account high crown.

Shoulders:- Satisfactory.

Slopes:- Properly dressed and oiled.

Guard Rail:- None.

Ditches:- Open.

Bridges, Culverts & Drains:- Satisfactory.

Maintenance Costs:- No costs available to date.

Road Signs:- Adequate.

Comments:- No traffic census available. Consists principally of tourist travel in touring cars. Very few trucks.
Mileage covered by maintenance forces too great. These two men and drag cover 37 miles of gravel road. Dragging now in progress will attempt to lower crown but not much can be expected until fall rains.

Photographs:- ~~Attached~~.

RECEIVED
JUN 25 1921
STATE HIGHWAY ENGINEER

June 8, 1921

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File FH-85

Gentlemen:

We are in receipt of your letter of the 6th inst making inquiry regarding the status of contract of Porter & Conley for the improvement of the Columbia River Highway in Sherman County. Porter & Conley had separate contracts for both the grading and the surfacing on this section, and we are giving you the status of each contract.

The final estimate under the grading is now being checked. Total payments made to the contractor for this work to date amount to $126,414.82.

Final acceptance of the surfacing contract was made as of March 31st, 1921. Total final payments under this contract are as follows:-

| | |
|---|---|
| Work done under unit price items | $112,987.60 |
| Force Account | 8,455.71 |
| T o t a l | $121,423.31 |
| Deductions for materials, etc., furnished by State, | 1,304.52 |
| Net payments to the contractor | $120,118.79 |

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

Dic. by J. W. DeSouza.
HH

WORLD'S LARGEST SURETY COMPANY

...RE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

# National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

RECEIVED
JUN 21
STATE HIGHWAY ENGINEER

June 6, 1921.

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Will you kindly advise the present status of contract of Porter & Conley for the improvement of Columbia River Highway in Sherman County, Oregon.

Will you also advise the amount of money paid to the above under this contract?

Trusting to hear from you by an early mail, and with kindest personal regards, I remain,

Yours very truly,

NATIONAL SURETY COMPANY,

E. P. Welch, Dist. Mgr.,

By
Assistant Manager.

Final Inspection - 1924, 6 1/4 pm
Supt. U.S. 11, 93760
T. Dec 12/1/23 3.31 E. Apr. 21 mar 31, 192
Bond 1,304.62
Pay 12, 12.79
DEC TH
Rec'd

PRM

June 5, 1931

A. Guthrie & Company, Inc.,
888 Shoreleak Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith four copies of the contract for the construction of 7,900 lin. ft. of wood guard fence on the Sherman County Section of the Columbia River Highway in Sherman County.

Please execute all four copies of the contract and bond and return to this office for the signatures of the members of the State Highway Commission after which we will be pleased to return you one copy for your files and one copy to the surety company furnishing your bond.

Yours truly,

Secretary.

EM

Encls.

May 28, 1921

P.R. #25

Mr. Ernest W. Hardy,
1110 Wilcox Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with the arrangements made when you were in our office a short time ago, we have had prepared for you copies of the original contract, original proposal, final estimate voucher, extra work orders, and supplementary letter agreements pertaining to the surfacing work of the Sherman County Section of the Columbia River Highway. These are going forward to you today under separate cover.

The work of making these copies involved about two and one-half or three hours of over-time work upon the part of one of our stenographers. As you stated that you would be willing to pay for such over-time work as required, we would request that you make remittance at the rate of $1.00 per hour for two and one-hours. Please make this remittance in favor of Miss Elsie Taylor.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

May 25, 1921

Porter & Conley,
Ry. Exchange Bldg.,
Portland, Oregon.

File PR-25

Gentlemen:

Reference is made to your recent inquiry in regard to final payments for the work performed by you on the Sherman County Section of the Columbia River Highway.

The final check of quantities under your surfacing contract has just been completed and pay vouchers covering this work will be prepared and forwarded to you for signature at once. The field records covering the grading work were received from the Resident Engineer last Thursday, and the check of these records is now under way. This check should be completed in about three weeks and unless it is necessary to again refer the field data to the Resident Engineer, pay vouchers covering the grading work will be issued at that time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET

May 6, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR - 25

Dear Sir:

We are returning herewith the bills submitted by Porter & Conley covering certain items of loss and expense in connection with the force account work near Rufus on the Sherman County Section of the Columbia River Highway.

While it will be impossible for us to make any allowance to cover loss on mess house operation, we would be willing to consider claims covering the cost of erecting and dismantling any camp which was put in for the sole purpose of handling force account work.

The bills submitted do not seem to be very complete, however, as apparently they cover a lot of odds and ends, many of which would ordinarily come under the head of mess house operation. The roofing paper and rentals on tents, water tanks, beds, and cars would probably be allowable items, although the rental rates are excessive. Tents at $10.00 per month, and cars at $6.00 would be plenty high. Water rental and coal are operating costs and at that are excessive for the length of time the camp was operated.

Has any allowance been made in previous force account payments to cover the labor, lumber, nails, and other materials that probably entered into the camp construction?

Would suggest that you get together with Porter & Conley and make up a new bill covering legitimate camp erection expense at reasonable rates, with all operating expense and loss eliminated. We might be able to get a bill of that kind through, but there is no chance for a bill such as submitted.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SMP:EF

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
510 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

April 6, 1921.

RECEIVED
APR 28 1921
STATE HIGHWAY ENGINEER

Mr. C. E. Carter,
State Highway Engineer,
Court House,
The Dalles, Oregon.

Dear Sir: Sherman County Work.

We enclose herewith in triplicate the following bills account removing slide at Sta. 75 to Sta. 110

Rufus East:

| | |
|---|---|
| Loss on Boarding House | 181.25 |
| Material & Supplies | 166.44 |
| Rentals | 105.08 |
| | 452.77 |

Please O.K. same and place in line for prompt payment.

Yours truly,
PORTER and CONLEY, INC.

PORTER & CONLEY, INC
510 RAILWAY EXCHANGE BLDG.
PORTLAND, OREGON

March 28, 1921

Oregon State Highway Commission,

M4605

Salem, Oregon.

## TO PORTER AND CONLEY, INC. DR.

NO. _____ PER _____

RECEIVED
APR 28 1921
STATE HIGHWAY ENGINEER

Sherman County

To Loss on operation of Cook House at Camp
Removing Slide Station 75 to 110 Rufus East.
November 27th 1920 to January 11th 1921.

| | | | |
|---|---|---|---|
| **To Labor** | | | |
| **November** | | | |
| Cook 2 Da. @ 150.00 | | 10.00 | |
| Board 2 Days | | 3.00 | |
| Cook 2 Da. @ 125.00 | | 8.33 | |
| Board 2 Days | | 3.00 | |
| Flunky 2½ Da. @ 85.00 | | 7.08 | |
| Board 2-2/3 Da. | | 4.00 | 35.41 |
| **December** | | | |
| Cook 1 mo. @ 150.00 | | 150.00 | |
| Board 31 Da. | | 46.50 | |
| Flunky 1 mo. @ 85.00 | | 85.00 | |
| Board 31 Da. | | 46.50 | 328.00 |
| **January** | | | |
| Cook 11 Da. @ 125.00 | | 44.35 | |
| Board 11 Da. | | 16.50 | |
| Flunky 9 Da. @ 85.00 | | 24.68 | |
| Board 9 Da. | | 13.50 | 99.03 |
| | Total Labor | | 462.44 |
| | Ind. Ins. 3% Less 20% | | 11.10 |
| | | | 473.54 |
| To Rental kitchen equipment | | | |
| November 27th to Jan. 11th - 1½ mo. @ 15.00 | | | 22.50 |
| | | | 496.04 |
| To Cook House Supplies | 1354.24 | | |
| Freight on supplies | 56.90 | | |
| | | | 1411.14 |
| | Total charges forwarded | | 1907.18 |

PORTER & CONLEY, INC
310 RAILWAY EXCHANGE BLDG.
PORTLAND, OREGON

April 28, 1921

Oregon State Highway Commission,

Salem, Oregon.

TO PORTER AND CONLEY, INC. DR.

NO. _____ PER _____

RECEIVED
APR 28 1921
STATE HIGHWAY ENGINEER

Sherman County

| | | | |
|---|---|---|---|
| Slide Camp Sta. 75 to 110 continued --- | | | 1907.18 |
| By Pay Roll Deductions. | | | |
| November | 72.55 | | |
| December | 1229.09 | | |
| January | 334.10 | 1635.74 | |
| Supplies on hand at close of camp | | 90.19 | 1725.93 |
| | | | 181.25 |

Total Credits 1725.93

Loss on operation $181.25

181.25

Original

PORTER & CONLEY, INC
510 RAILWAY EXCHANGE BLDG.
PORTLAND, OREGON

March 28, 19 21

Oregon State Highway Commission,

Salem, Oregon.

TO PORTER AND CONLEY, INC. DR.

NO. _____ PER _____

RECEIVED
APR 25 1921
STATE HIGHWAY ENGINEER

Sherman County

Removing Slide at Rufus East Sta. 75 to Sta. 110

To material & Supplies purchased for above work.

| | | |
|---|---|---|
| 9 Rolls Roofing Paper | | 21.06 |
| Frt. on above as per E/B attached | | .85 |
| " " track Arlington to Rufus | | 1.32 |
| " " lamp chimneys " " | | .50 |
| " " bedding, Reith to Rufus | | 2.63 |
| 1 bbl. Pearl Oil | | 9.99 |
| Frt. on above | | 1.12 |
| Water Rental 11/24 to 1/15 | | 33.54 |
| 7 Tons Coal @ 12.50 | | 87.50 |
| | | 158.51 |
| | Plus 5% | 7.93 |
| | | 166.44 |

Paid

Duplicate

PORTER & CONLEY, INC
810 RAILWAY EXCHANGE BLDG.
PORTLAND, OREGON

March 28, 1921

Oregon State Highway Commission,

Salem, Oregon.

TO PORTER AND CONLEY, INC. DR.

NO. _____ PER _____

Sherman County

To Rental of Equipment used Removing Slide at Rufus East Sta. 75 to Sta. 110.

| | |
|---|---|
| 2 - 16 x 24 tents 11/27 to 1/2 - 1½ Mo. @ ~~12.50~~ 10.00 mo. each | ~~37.50~~ 30.00 |
| 1 - 3000 gal. water tank 11/27 to 12/31 @ ~~10.00~~ 5.00 " | ~~11.33~~ 5.66 |
| 30 cots with Blankets, Mattresses, quilts 11/27 to 1/12 - 1½ mo. @ 1.00 per mo. each | 45.00 |
| 2 - 1 Yd. Rock cars 12/15 to 1/8 - 3/4 mo. @ ~~7.50~~ 6.00 mo." | ~~11.25~~ 9.00 |
| | ~~$105.08~~ 89.66 |

Original

RECEIVED
APR 28 1921
STATE HIGHWAY ENGINEER

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

28PA3 - Force Orders.
File 53.

The Dalles, Ore., April 27, 1921.

Mr. Herbert Nunn,
State Highway Engin er,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please change Force Order No. 14, Contract 198, to Force Order No. 8, Contract 282. Porter & Conley have both of these contracts, and this change is requested for the reason that all force account work has been closed on Contract 198, and it is desired to include this work under Contract 282.

Respectfully yours,

APR 29 1921

J. H. Scott,
Division Engineer.

AWA:kl

FORM 4 5M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

28PA - Force Bills.
File 53.

The Dalles, Ore., April 26, 1921.

REFERRED TO
Robert
BY H. N.

RECEIVED
APR 28 1921
STATE HIGHWAY ENGINEER

Approves the P. Conley

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Herewith attached is a bill from Porter & Conley for loss and extra expense in conjunction with the force account work for removing the big slides east of Rufus. For this work they established a camp for about two months duration, and claim to have lost money on the camp. The following bills are included:

| | |
|---|---|
| For loss on camp proper ---------- | $ 181.25. |
| For Material and Supplies for Force Account Camp ---------- | 166.44. |
| For Use of Tents and Equipment ------ | 105.08. |

It is practically impossible for us to ascertain whether or not there was an actual loss on the camp, but I have no doubt that there was. It would be practically impossible to check into this matter at this late date, and get the necessary supporting bills for a claim of this sort to go through. In regard to the materials and supplies for the camp, these bills can probably be easily supported. I think that it is probably some justice in these bills, though they are a little unusual, and the camp was actually established for this force account work, and as soon as the work was completed the camp was dismantled and removed.

Please let me know as to whether you think these bills will be considered a just charge against the work, and in case that they are, we will then try to get up this supporting data.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

April 25, 1921

Lewis, Lewis & Flanigan,
414 Couch Bld'g.,
Portland, Ore.

Gentlemen:

Complying with your request of April 6th., addressed to the Highway Commission I herewith enclose you a certified copy of the contract and bond executed by Porter & Conley with the State Highway Commission for the construction of a portion of the Columbia River Highway in Sherman County; this being contract No. 198.

Yours truly,

JMD:AF
Enc. 1

Assistant Attorney General.

LEWIS, LEWIS & FINNIGAN
ATTORNEYS AT LAW
414 COUCH BUILDING
PORTLAND, OREGON

April 16th., 1921.

State of Oregon, and
State Highway Commission,
Salem, Oregon.
Gentlemen:

We enclose herewith notice executed by N. H, Sorenson and relating to the construction of a portion of the Columbia Highway in Sherman County under state contract No. 198, showing claim against the bond of the principal and surety for the construction of the work in question.

Will you mail to us at your earliest convenience a duly certified copy of the bond and contract, and oblige

Very truly yours,

Lewis, Lewis & Finnigan

JBF/S

J B Finnigan

State of Oregon,
and State Highway Commission.
Salem, Oregon.
Gentlemen:

NOTICE is hereby given that the undersigned, N. H. Sorenson, has a claim for labor performed, and goods, wares and merchandise sold and delivered (goods, wares and merchandise consisting of oils and greases) and for hauling and team work, and for express and freight charges upon materials, in the sum of Fifteen hundred thirty seven 53/100 Dollars ($1537.53) against the bond taken from Porter & Conley, principals, and Hartford Accident & Indemnity Company, surety, for the work of constructing and paving a portion of the Columbia River Highway and in Sherman County, Oregon, under state contract No. 198.

N H Sorensen

Form 39

2-

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Sherman County Date April 23, 1921

Week from 17th. to 23rd.

Highway Columbia River Job Prefixes 28PA- 28PA-3

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Sherman

Survey will be completed ~~about~~ Jan. 26, 1921 Number in party 3

Camp location The Dalles.

Mail address Box 742

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Finished up all the notes and the grade profile of 28PA and turned over same to the Division Office. Made up the notes by mile summaries of 1915. Put in distribution Brackets on final profile.

RECEIVED
APR 28 1921
STATE HIGHWAY ENGINEER

NOTED
C. C. KELLER

APPROVED
APR 3 1921
CHIEF ENGINEER

Signed C E Cass (2).

Title Res. Engr.

April 20, 1921

National Surety Company,
Corbett Building,
Portland, Oregon.

Gentlemen:

We are in receipt of your letter of the 15th instant, making inquiry regarding contract of Porter and Conley for the Sherman County Section of the Columbia River Highway in Sherman County, contract No. 242.

We beg to advise that this work has been completed and that the final estimate is being checked at the present time. We would suggest that you write us again at a somewhat later date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

Dic.by J.W.DeSouza
MK

...AN ANY O... ER COMPANY IN THE WORLD

# National Surety Company

WORLDS LARGEST SURETY COMPANY

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

April 15, 1921.

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to contract of Porter & Conley for improvement of Columbia River Highway in Sherman County, Oregon, contract No. 282, and in which matter extension of time was granted to April 1, 1921, kindly advise if this contract has now been fully completed, and if so the total amount paid contractors under same.

Thanking you for your usual courtesy, and with kindest personal regards, I remain

Yours very truly,

DISTRICT MANAGER.

EPW:LL

Miles R. R. Landing

Sherman County granddaughter file

17.

Cascadia

Oregon Railroad

W. | [illegible] | [illegible] | [illegible] white. | Cal. Hughson | C.

* Miller Oregon

V

Deep Creek Junction Station

Bank Agent Cascadia Oregon

1374 Lock—

E 951

April 6, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

PR #25

Dear Sir:

This will advise you that in accordance with Mr. Kelley's recommendations we have agreed to allow Porter & Comley $5.20 per cu yd for all materials placed by them under their contract for the surfacing of the Sherman County Section of the Columbia River Highway.

This allowance of $.20 per cu yd in excess of the contract price of $5.00 is to compensate the contractor for the extra cost of crushing to a 1½-inch maximum size instead of 2-inches as called for in the specifications.

The price of $5.20 per cu yd will apply to materials from both the Rufus and the Biggs pits.

Very truly yours,

HERBERT KUNZ,
State Highway Engineer,

By

Office Engineer.

EHP:EP

c. c. to C. E. Carter.

April 5, 1921

Porter & Conley,
510 Railway Exchange Building,
Portland, Oregon.

PR #25

Gentlemen:

In accordance with your letter of March 10, we have made a further investigation of your claim for extra compensation in connection with surfacing materials being placed on the Sherman County Section of the Columbia River Highway.

Our Mr. Kelley finds that the materials encountered in the Biggs pit are coarser than when he made his investigation the first time and that, on this account, you are entitled to an adjustment due to the higher cost of crushing this coarse material to a 1½ inch maximum size instead of a 2 inch maximum, as called for in your specifications. Mr. Kelley recommends, therefore, that instead of the adjustment of 25¢ per cubic yard upon only those materials obtained from the Rufus pit, as outlined in our letter of February 28, you be allowed payment for all materials placed under your contract for the surfacing of the Sherman County Section at the rate of $3.20 per cubic yard. This price of $3.20 is understood to apply to materials from both the Rufus and Biggs pits. This price contemplates the crushing of all materials to a 1½ inch maximum size and the removal of excess sand in accordance with the instructions of our field engineers.

Kindly advise us of your acceptance of this proposal in order that payments upon this basis can be commenced.

Very truly yours,

HERBERT NUHN
State Highway Engineer

By

Office Engineer

SHP:ME

Form 10

1
2c

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

**Section** Columbia River ..... **Date** April 2 ....., 19 21

**Week from** March 27th **to** April 2nd

**Highway** Columbia River ..... **Job Prefixes** 28 C 4 - 28 P A - 3

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

**County** Columbia

**Survey will be completed about** Jan. 26, 1921 **Number in party** Three

**Camp location** The Dalles

**Mail address** Box 742 The Dalles

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

**MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT**

Completing and classifying the
final location sections to Chapman
& C.C. Ferry classification.
Writing up grade profile.

APR 6 1921
STATE HIGHWAY ENGINEER

APPROVED
APR 4 1921
DIVISION ENGINEER

Signed .....

Title Res. Engr.

FORM 8A 3M-1-21

R. A. BOOTH, EUGENE, CHAIRMAN
S. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

March 28, 1921

P. R. 25

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

REFERRED TO Grant
BY H. N.

Recommendation approved

Dear Sir:

As per your request I submit herewith a report on the claim of Porter & Conley, Inc., for extra compensation on their contract No. 282, which covers surfacing of the Sherman County Section of the Columbia River Highway.

The contract was let July 20, 1920 and called for the placement of 36,000 cubic yards of crushed gravel, crusher run, all materials to pass a 2 inch screen.

This is Federal Aid Project No. 25 and the Chief Engineer of the United States Department of Agriculture, Bureau of Public Roads objected to specification upon which the work was let. On February 28th we wrote Porter & Conley outlining a specification conforming to the Federal Bureau's requirements, which called for 1½ inch maximum size materials, separated into two courses, and requested their approval of the change in specifications. It was thought that the additional volume gained by the segregation of material would partly offset the increased cost of operating the auxiliary crushers.

The contractor's reply dated September 30, 1920, indicated his willingness to make the changes provided we would pay for the additional expense of crushing but ignored our reference to the benefits in his favor.

Additional correspondence passed between this office and the contractor, all of which is attached hereto, and he called in person, pressing his claim for 25¢ per cubic yard additional.

On February 28th, I recommended an adjustment of 25¢ per cubic yard on the materials from the Rufus Pit, as this material carried a large percentage of coarse stone, and the increased cost of crushing to 1½ inch size was evident.

Herbert Nunn - #2 3-28-1921

I recommended no adjustment on the material from the Biggs Pit, as at the time I visited the plant the bulk of material was fine and no perceptible increase in the cost of crushing was noted. I have since inspected the Biggs plant and find that the materials are much coarser in the bottom of the pit. The contractor, for the purpose of demonstration, took out the auxiliary crusher and wasted the oversize. Judging from the waste pile it is apparent that about 25% of the materials went through the re-crush.

Output of the plants was as follows:

Total from the Rufus Pit, 16,279 cubic yards
Days worked 60
Average daily output 271 cubic yards.

Total from the Biggs Pit, 19,008 cubic yards
Days worked 94
Average daily output 202 cubic yards.

Inasmuch as a considerable amount of fines were carried into the base course bin, the saving in voidage is not as great as would be expected. All materials were placed in two courses, maximum size 1½ inches, and in accordance with the revised specification.

It is considered that an adjustment of 20¢ per cubic yard on all materials is fair both to the State and to the contractor and I recommend that this be allowed.

Materials from both Biggs + Rufus Pits.

Respectfully submitted,

O. C. Kelley

Assistant Engineer.

CCK:LM
Encl. Complete file.

March 22, 1921.

Hartford Accident and Indemnity Co.,
Hartford Building,
[redacted] Calif.

F. R. 25

Gentlemen:

We are in receipt of your letter of the 19th instant relative to final payment to Porter & Conley under their contract for grading the Columbia River Highway in Sherman County, your bond No. 211481.

We regret to advise that final payment under this contract has not yet been made.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

Dict. by J. W. DeCamp
JWD/DR

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, March 19th 1921.

R #275

Mr. Roy A. Klein,
State Highway Commission,
Salem, Oregon.

Dear Sir:-

In Re: Bond No.211481 - Porter & Conley,
Construction of Columbia River Highway
in Sherman County.
(Your File 28-GA)

---

On February 18th you were kind enough to advise us that you expected final payments on the above contract would be made within the next 30 days, and suggested that we write you at that time. Could you please inform us whether the final payments have been made, and if so, the amount that was paid under the unit price.

Thanking you for this courtesy, we are,

Very truly yours,

Harold Bishopp
Surety Department.

HB:FW.

Not yet made

Due June 1st

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
510 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

REFERRED TO
C C Kelly
BY H. N.
for Report
writer

March 10, 1921.

RECEIVED
MAR 11 1921

Mr. Herbert Nunn,
State Highwey Engineer,
Salem, Oregon.

Dear Sir: Attention Mr. S.H.Probert.

Referring to your letter of February 28, 1921, file PR 25 in which you say that Mr. Kelly has investigated our claim of 25¢ per cubic yard on the graveling on Sherman County and has recommended the payment of same on the Rufus pit. On the Biggs pit, he claims there is very little, if any extra expense attached to the crushing of the gravel from two inches to one and a half inches at that point.

We claim that there is an extra expense and can clearly show an extra cost of installing auxiliary crusher and wear and tare on same. At the time Mr. Kelly inspected the pit at Biggs, the teams were on a very long haul but on the shorter hauls, the output was very much reduced, in fact there were teams standing the barn and at no time other than when we were on the long haul were we able to get the required amount of gravel through the crushers to keep our teams going.

Therefore in all fareness, we would ask Mr. Kelly to reconsider his findings and recommendations and grant us the increase of 25¢ per cubic yard on the Biggs pit as well as on the Rufus pit.

S.H. Probert

Yours very truly,
PORTER and CONLEY, INC.

AEP. BY A E Porter

FORM 1 1936-6-20

S. BENSON, PORTLAND, CHAIRMAN
[illegible]. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

28PA - Final Estimate.
File 55.

The Dalles, Ore., March 10, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are in receipt of all four copies of the final estimate on the Sherman County Section, which were returned by you at our request. We cannot find the original copy of the summary sheet with the enclosure, and we would ask that you make a search at your office and return same to us, as there will probably be a few minor changes to make.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

RECEIVED
MAR 11 1921

March 1, 1921

Sherman County grading

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Mr. Kelley has just talked over the matter of constructing the guard fence on the Sherman County Section of the Columbia River Highway, and after consideration of the fact that the grading contract has already been completed and that the fence would be in the way of oiling, as well as the fact that the oiling would leave the fence badly smeared, it has been thought advisable to cancel the fence item from the grading contract and advertise it again at a later date.

An additional reason for this to, would be that the amount you propose to build is considerably less than called for in the original contract and also that due to breaking up into short lengths, more posts would be required which, no doubt, would result in a claim for additional compensation from the contractor, so that while the price quoted was low, it is thought advisable to postpone the construction of this guard fence.

You will please consider this letter authority to so notify the contractors.

Yours truly,

Secretary.

MAK:LM

...MISSIONERS
...D ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

28PA - Guard Fence.
File 47.

The Dalles, Ore., Feb. 24, 1921.

RECEIVED
FEB 28 1921

Write dept to cut fencing from cont + fence list c/c Portland

Porter & Conley,
510 Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

Herewith list and distribution of 7,896 lineal feet of guard fence, which covers over 987 panels, to be placed along the highway in Sherman County at the points designated in the list given below. This is a revised distribution of the amount required in the original contract, being only about 80% of the amount called for in the original contract. Mr. Kelley has instructed that this fence be put in according to your grading contract. This is at a rather late date, but owing to the reduction in prices of both lumber and labor, you will have gained a very material advantage.

On this list you will note that much of the fence is split up in two or three panels. By splitting up into short panels it requires a considerable number of extra posts more than the continuous fence which was specified on the original contract. If satisfactory to you we will figure the original fence along at the points needed or points designated, and from this compute the number of extra posts required by using the panelled sections. These posts will be paid for on force account basis for material, painting, and setting.

RUFUS WEST

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Sta. | 5/12 | to | Sta. | 5/37 | 24 | ft. | 3 | Panels | Right |
| " | 56/00 | " | " | 56/16 | 16 | " | 2 | " | " |
| " | 57/00 | " | " | 57/16 | 16 | " | 2 | " | " |
| " | 175/50 | " | " | 175/74 | 24 | " | 3 | " | Left |
| " | 177/50 | " | " | 177/66 | 16 | " | 2 | " | " |
| " | 181/16 | " | " | 181/40 | 24 | " | 3 | " | " |
| " | 182/70 | " | " | 182/86 | 16 | " | 2 | " | " |

ROY A. KLEIN, Secretary and Assistant Engineer
C. B. YEON, Portland
R. A. KIDDLE, Island City
[illegible] Eugene, Chairman
} Commissioners

HERBERT NUNN
State Highway Engineer

# OREGON STATE HIGHWAY COMMISSION

SALEM

[illegible] 1921

## SGPA - Guard Fence - 2.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Sta. | 183-40 | to | Sta. | 183-56 | 16 | ft. | 2 | Panels | Left. |
| " | 184-50 | " | " | 184-74 | 24 | " | 3 | " | " |
| " | 184-50 | " | " | 184-74 | Equa 24 | " | 3 | " | Right |
| " | 184-44 | " | " | 184-60 | 16 | " | 2 | " | " |
| " | 185-59 | " | " | 185-75 | 16 | " | 2 | " | " |
| " | 186-71 | " | " | 186-87 | 16 | " | 2 | " | " |
| " | 187-67 | " | " | 187-81 | 24 | " | 3 | " | " |
| " | 188-50 | " | " | 188-66 | 16 | " | 2 | " | " |
| " | 190-00 | " | " | 190-16 | 16 | " | 2 | " | " |
| " | 192-03 | " | " | 192-19 | 16 | " | 2 | " | " |
| " | 195-00 | " | " | 195-16 | 16 | " | 2 | " | " |
| " | 195-87 | " | " | 196-11 | 24 | " | 3 | " | " |
| " | 196-79 | " | " | 196-95 | 16 | " | 2 | " | " |
| " | 197-83 | " | " | 198-04 | 16 | " | 2 | " | " |
| " | 198-40 | " | " | 198-64 | 24 | " | 3 | " | " |
| " | 199-02 | " | " | 199-18 | 16 | " | 2 | " | " |
| " | 199-76 | " | " | 199-92 | 16 | " | 2 | " | " |
| " | 200-51 | " | " | 200-76 | 24 | " | 3 | " | " |
| " | 201-22 | " | " | 201-46 | 24 | " | 3 | " | " |
| " | 201-95 | " | " | 202-17 | 24 | " | 3 | " | " |
| " | 205-54 | " | " | 205-70 | 16 | " | 2 | " | " |
| " | 206-04 | " | " | 206-20 | 16 | " | 2 | " | " |
| " | 210-00 | " | " | 210-16 | 16 | " | 2 | " | " |
| " | 211-00 | " | " | 212-00 | 280 | " | 35 | " | " |
| " | 217-00 | " | " | 217-16 | 16 | " | 2 | " | " |
| " | 218-00 | " | " | 218-16 | 16 | " | 2 | " | " |
| " | 219-00 | " | " | 219-16 | 16 | " | 2 | " | " |
| " | 219-40 | " | " | 219-64 | 24 | " | 3 | " | " |
| " | 219-84 | " | " | 220-00 | 16 | " | 2 | " | " |
| " | 220-24 | " | " | 220-40 | 16 | " | 2 | " | " |
| " | 220-73 | " | " | 220-97 | 16 | " | 2 | " | " |
| " | 221-30 | " | " | 223-98 | 768 | " | 96 | " | " |
| " | 232-35 | " | " | 232-59 | 24 | " | 3 | " | " |
| " | 233-10 | " | " | 233-26 | 16 | " | 2 | " | " |
| " | 233-90 | " | " | 234-06 | 16 | " | 2 | " | " |
| " | 234-77 | " | " | 234-93 | 16 | " | 2 | " | " |
| " | 235-44 | " | " | 235-60 | 16 | " | 2 | " | " |
| " | 236-50 | " | " | 241-76 | 528 | " | 66 | " | " |
| " | 242-40 | " | " | 242-76 | 16 | " | 2 | " | " |
| " | 243-40 | " | " | 243-76 | 16 | " | 2 | " | " |
| " | 244-40 | " | " | 244-76 | 16 | " | 2 | " | " |
| " | 245-40 | " | " | 245-76 | 16 | " | 2 | " | " |
| " | 246-40 | " | " | 246-76 | 16 | " | 2 | " | " |
| " | 247-40 | " | " | 247-76 | 16 | " | 2 | " | " |
| " | 248-60 | " | " | 248-76 | 16 | " | 2 | " | " |
| " | 249-11 | " | " | 250-07 | 96 | " | 12 | " | " |
| " | 250-42 | " | " | 250-58 | 16 | " | 2 | " | " |
| " | 251-31 | " | " | 251-46 | 16 | " | 2 | " | " |
| " | 252-56 | " | " | 253-52 | 16 | " | 2 | " | " |
| " | 253-18 | " | " | 254-14 | 96 | " | 12 | " | " |
| " | 259-00 | " | " | 259-72 | 72 | " | 9 | " | " |

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER
..., EUGENE, CHAIRMAN
... KIDDLE, ISLAND CITY
... B. YEON, PORTLAND
COMMISSIONERS

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

SRPA - Guard Fence - 3.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Sta. | 266-13 | to | Sta. | 263-45 | 32 | ft. | 4 | Panels | Right |
| " | 551-51 | " | " | 551-67 | 24 | " | 3 | " | " |
| " | 552-18 | " | " | 552-42 | 24 | " | 3 | " | " |
| " | 532-96 | " | " | 535-12 | 16 | " | 2 | " | " |
| " | 541-78 | " | " | 542-02 | 24 | " | 3 | " | " |
| " | 544-00 | " | " | 544-16 | 16 | " | 2 | " | " |
| " | 546-00 | " | " | 546-16 | 16 | " | 2 | " | " |
| " | 548-00 | " | " | 549-92 | 192 | " | 24 | " | " |
| " | 552-50 | " | " | 552-54 | 24 | " | 3 | " | " |
| " | 553-24 | " | " | 553-48 | 24 | " | 3 | " | " |
| " | 554-20 | " | " | 562-04 | 784 | " | 98 | " | " |
| " | 562-85 | " | " | 563-01 | 16 | " | 2 | " | " |
| " | 563-82 | " | " | 563-98 | 16 | " | 2 | " | " |
| " | 564-41 | " | " | 565-57 | 96 | " | 12 | " | " |
| " | 566-13 | " | " | 566-54 | 16 | " | 2 | " | " |
| " | 570-69 | " | " | 570-53 | 32 | " | 4 | " | " |
| " | 407-12 | " | " | 407-92 | 80 | " | 10 | " | " |
| " | 410-85 | " | " | 411-65 | 80 | " | 10 | " | Left |
| " | 413-00 | " | " | 413-16 | 16 | " | 2 | " | Right |
| " | 413-00 | " | " | 413-16 | 16 | " | 2 | " | Left |
| " | 414-00 | " | " | 414-16 | 16 | " | 2 | " | Right |
| " | 414-00 | " | " | 414-16 | 16 | " | 2 | " | Left |
| " | 415-00 | " | " | 415-16 | 16 | " | 2 | " | " |
| " | 415-00 | " | " | 415-16 | 16 | " | 2 | " | Right |
| " | 416-00 | " | " | 416-16 | 16 | " | 2 | " | " |
| " | 416-00 | " | " | 416-16 | 16 | " | 2 | " | Left |
| " | 417-00 | " | " | 417-16 | 16 | " | 2 | " | Right |
| " | 417-00 | " | " | 417-16 | 16 | " | 2 | " | Left |
| " | 508-32 | " | " | 508-48 | 16 | " | 2 | " | Right |
| " | 509-32 | " | " | 509-48 | 16 | " | 2 | " | Left |
| " | 510-32 | " | " | 510-48 | 16 | " | 2 | " | Right |
| " | 510-32 | " | " | 510-48 | 16 | " | 2 | " | Left |
| " | 511-32 | " | " | 511-48 | 16 | " | 2 | " | Right |
| " | 511-32 | " | " | 511-48 | 16 | " | 2 | " | Left |
| " | 512-32 | " | " | 512-48 | 16 | " | 2 | " | Right |
| " | 512-32 | " | " | 512-48 | 16 | " | 2 | " | Left |
| " | 513-32 | " | " | 513-48 | 16 | " | 2 | " | Right |
| " | 513-32 | " | " | 513-48 | 16 | " | 2 | " | Left |
| " | 513-76 | " | " | 514-00 | 24 | " | 3 | " | Right |
| " | 513-76 | " | " | 514-00 | 24 | " | 3 | " | Left |
| " | 514-50 | " | " | 514-66 | 16 | " | 2 | " | Right |
| " | 514-50 | " | " | 514-66 | 16 | " | 2 | " | Left |
| " | 515-31 | " | " | 515-55 | 24 | " | 3 | " | Right |
| " | 515-31 | " | " | 515-55 | 24 | " | 3 | " | Left |
| " | 516-00 | " | " | 516-16 | 16 | " | 2 | " | Right |
| " | 516-00 | " | " | 516-16 | 16 | " | 2 | " | Left |
| " | 517-00 | " | " | 517-16 | 16 | " | 2 | " | Right |
| " | 517-00 | " | " | 517-16 | 16 | " | 2 | " | Left |
| | Total Rufus West | | | | 4800 | " | 600 | " | |

ROY A. KLEIN, Secretary and Assistant Engineer

..., Eugene, Chairman
...iddle, Island City
... B. Yeon, Portland
Commissioners

Herbert Nunn
State Highway Engineer

# OREGON STATE HIGHWAY COMMISSION

28PA - Guard Fence - 4. SALEM

HUFUS EAST

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Sta. | 61-48 | to | Sta. | 61-92 | 24 | ft. | 5 | Panels | Left |
| " | 62-87 | " | " | 62-81 | 24 | " | 5 | " | " |
| " | 63-46 | " | " | 63-70 | 24 | " | 5 | " | " |
| " | 64-35 | " | " | 64-59 | 24 | " | 5 | " | " |
| " | 65-24 | " | " | 65-48 | 24 | " | 5 | " | " |
| " | 76-60 | " | " | 89-00 | 1040 | " | 130 | " | " |
| " | 90-20 | " | " | 90-36 | 216 | " | 27 | " | " |
| " | 91-15 | " | " | 91-47 | 32 | " | 4 | " | Right |
| " | 92-00 | " | " | 93-16 | 16 | " | 2 | " | Left |
| " | 93-80 | " | " | 93-96 | 16 | " | 2 | " | " |
| " | 94-60 | " | " | 94-76 | 16 | " | 1 | " | " |
| " | 95-41 | " | " | 95-73 | 32 | " | 4 | " | " |
| " | 96-24 | " | " | 96-56 | 32 | " | 4 | " | " |
| " | 97-82 | " | " | 97-98 | 16 | " | 2 | " | " |
| " | 98-89 | " | " | 98-45 | 16 | " | 2 | " | " |
| " | 99-08 | " | " | 99-56 | 48 | " | 6 | " | " |
| " | 100-17 | " | " | 100-33 | 16 | " | 2 | " | " |
| " | 100-80 | " | " | 100-96 | 16 | " | 2 | " | " |
| " | 101-80 | " | " | 103-04 | 24 | " | 3 | " | " |
| " | 103-76 | " | " | 103-00 | 24 | " | 3 | " | " |
| " | 103-84 | " | " | 104-00 | 16 | " | 2 | " | " |
| " | 107-30 | " | " | 107-44 | 16 | " | 2 | " | " |
| " | 107-88 | " | " | 108-12 | 24 | " | 3 | " | " |
| " | 109-52 | " | " | 109-68 | 16 | " | 2 | " | " |
| " | 117-30 | " | " | 117-46 | 16 | " | 2 | " | " |
| " | 118-18 | " | " | 118-42 | 24 | " | 3 | " | " |
| " | 119-08 | " | " | 119-26 | 24 | " | 3 | " | " |
| " | 120-00 | " | " | 120-16 | 16 | " | 2 | " | " |
| " | 121-00 | " | " | 121-16 | 16 | " | 2 | " | " |
| " | 122-00 | " | " | 122-16 | 16 | " | 2 | " | " |
| " | 123-00 | " | " | 123-16 | 16 | " | 2 | " | " |
| " | 124-00 | " | " | 124-16 | 16 | " | 2 | " | " |
| " | 125-00 | " | " | 126-16 | 16 | " | 2 | " | " |
| " | 126-00 | " | " | 126-16 | 16 | " | 2 | " | " |
| " | 127-00 | " | " | 127-16 | 16 | " | 2 | " | " |
| " | 149-00 | " | " | 149-16 | 16 | " | 2 | " | " |
| " | 150-00 | " | " | 150-16 | 16 | " | 2 | " | " |
| " | 151-00 | " | " | 151-16 | 16 | " | 2 | " | " |
| " | 152-00 | " | " | 152-16 | 16 | " | 2 | " | " |
| " | 153-00 | " | " | 153-16 | 16 | " | 2 | " | " |
| " | 153-56 | " | " | 153-72 | 16 | " | 2 | " | " |
| " | 154-81 | " | " | 155-29 | 48 | " | 6 | " | Right |
| " | 158-00 | " | " | 159-16 | 16 | " | 2 | " | Left |
| " | 159-00 | " | " | 159-16 | 16 | " | 2 | " | " |
| " | 160-00 | " | " | 160-16 | 16 | " | 2 | " | " |
| " | 161-12 | " | " | 162-96 | 184 | " | 23 | " | " |
| " | 163-00 | " | " | 163-16 | 16 | " | 2 | " | " |
| " | 164-00 | | | 164-16 | 16 | " | 2 | " | " |

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

EUGENE, CHAIRMAN
MIDDLE, ISLAND CITY
YEON, PORTLAND
COMMISSIONERS

HERBERT NUNN
State Highway Engineer

# OREGON STATE HIGHWAY COMMISSION

SALEM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Sta. | 165-00 | to | Sta. | 165-16 | 16 | ft. | 2 | Panels | Left. |
| " | 166-00 | " | " | 166-16 | 16 | " | 2 | " | " |
| " | 174-00 | " | " | 174-16 | 16 | " | 2 | " | " |
| " | 175-00 | " | " | 175-16 | 16 | " | 2 | " | " |
| " | 176-00 | " | " | 176-16 | 16 | " | 2 | " | " |
| " | 177-00 | " | " | 177-16 | 16 | " | 2 | " | " |
| " | 180-00 | " | " | 180-16 | 16 | " | 2 | " | " |
| " | 181-00 | " | " | 181-16 | 16 | " | 2 | " | " |
| " | 182-00 | " | " | 182-16 | 16 | " | 2 | " | " |
| " | 192-00 | " | " | 192-16 | 16 | " | 2 | " | " |
| " | 192-00 | " | " | 192-16 | 16 | " | 2 | " | Right |
| " | 193-00 | " | " | 193-16 | 16 | " | 2 | " | Left |
| " | 193-00 | " | " | 193-16 | 16 | " | 2 | " | Right |
| " | 237-50 | " | " | 239-46 | 216 | " | 27 | " | Left |
| " | 240-00 | " | " | 240-16 | 16 | " | 2 | " | " |
| " | 241-00 | " | " | 241-16 | 16 | " | 2 | " | " |
| " | 242-04 | " | " | 242-20 | 16 | " | 2 | " | " |
| " | 243-00 | " | " | 243-24 | 24 | " | 3 | " | " |
| " | 244-00 | " | " | 244-24 | 24 | " | 3 | " | " |
| " | 245-00 | " | " | 245-24 | 24 | " | 3 | " | " |
| " | 243-54 | " | " | 243-86 | 32 | " | 4 | " | Right |
| " | 261-98 | " | " | 263-34 | 136 | " | 17 | " | Left |
| " | 262-00 | " | " | 262-16 | 16 | " | 2 | " | Right |
| " | 262-75 | " | " | 262-91 | 16 | " | 2 | " | " |
| " | | | | | | | | | |
| | Total Rufus East | | | | 5096 | " | 387 | " | |

Total Sherman County Section, 7,896 Ft. 387 Panels.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc to Mr. C. C. Kelley.
cc to Mr. C. E. Carter.

Copy for information of Mr. Scott.

APPROVED

Feb. 28, 1921.

Messrs. Porter & Conley,
Ry. Engrs. Bldg.,
Portland, Oregon.

File PR-25

Gentlemen:

Reference is made to your claim for extra compensation in connection with the gravelling of the Sherman County Section of the Columbia River Highway, account of crushing and screening materials beyond what the specifications call for.

This matter has been investigated by our Mr. Kelley, and he finds that in connection with materials from the Biggs pit, there is no reduction in output and there is very little, if any extra cost to the contractor in crushing to 1½-inch maximum instead of 2-inch, as called for in the specifications.

In connection with materials from the Rufus pit, he finds that the finer crushing and extra screening required, is reducing the output and causing a higher unit cost which is not entirely offset by the saving resulting from greater voidage in the graded material.

In view of the above findings, Mr. Kelley recommends that you be allowed twenty-five cents ($0.25) per cubic yard, extra, upon the crushed gravel furnished from the Rufus pit, but that no extra allowance be made upon material from the Biggs pit, or other sources.

If this arrangement is satisfactory to you, kindly so advise us. After receipt of your acceptance, your estimates will be paid on the basis of $ 3.25 per cubic yard for materials from the Rufus pit, and $ 3.00 per cubic yard for materials from the Biggs pit, and other sources. These prices shall be understood to cover the crushing to 1½-inch maximum size and the removal of excess sand. These prices shall apply to materials placed heretofore, as well as to materials still to be placed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HHP:ET
c. c. to J. H. Scott,
c. c. to C. E. Carter.

Feb. 26, 1923.

Messrs. Porter & Conley,
Dy. Bank Bldg.,
Portland, Oregon.

File M-85

Gentlemen:

Reference is made to your claim for extra compensation in connection with the gravelling of the Shannon County Section of the Columbia River Highway, account of crushing and screening materials beyond that the specifications call for.

This matter has been investigated by our Mr. Bailey, and he finds that in connection with materials from the Biggs pit, there is no reduction in output and there is very little, if any extra cost to the contractor in crushing to 1½-inch maximum instead of 2-inch, as called for in the specifications.

In connection with materials from the Rufus pit, he finds that the finer crushing and extra screening required, in reducing the output and causing a higher unit cost which is not entirely offset by the saving resulting from greater voidage in the graded material.

In view of the above findings, Mr. Bailey recommends that you be allowed twenty-five cents ($0.25) per cubic yard, extra, upon the crushed gravel furnished from the Rufus pit, but that no extra allowance be made upon material from the Biggs pit, or other sources.

If this arrangement is satisfactory to you, kindly so advise us. After receipt of your acceptance, your estimates will be paid on the basis of $ 2.25 per cubic yard for materials from the Rufus pit, and $ 2.00 per cubic yard for materials from the Biggs pit, and other sources. These prices shall be understood to cover the crushing to 1½-inch maximum size and the removal of excess sand. These prices shall apply to materials placed heretofore, as well as to materials still to be placed.

Very truly yours,

[redacted],
State Highway Engineer.

By

Office Engineer.

[redacted]:EE
c. c. to J. H. Scott,
c. c. to C. H. Carter.

Sherman County
Grant Co

February 24, 1921

Memorandum for Mr. Hunn.

Dear Sir:

This is to advise that on contract No. 282 which covers the gravel macadamizing of 14.8 miles across Sherman County, which is a Federal Aid job, that our specifications call for a maximum of 2 inch crushed material. No provision for screening the excess sand has been made.

In the Biggs pit the materials are of such a nature that it makes very little difference to the contractor whether the material is crushed to the 2 inch size or to a maximum 1½ inch size, although the plant at this place is equipped with auxiliary crushers and the material is being crushed 1½ inches maximum.

At the Rufus pit the material is larger and contains more stone above the 2 inch dimension and there should be effected a considerable saving to the contractor in crushing 2 inch material rather than the 1½ inch material.

In both of these pits there is an excess of fine material passing the ¼ inch screen.

I recommend that the specifications be changed to make all materials 1½ inch maximum and that sand jackets be provided to do away with the excess sand in the pits and that the contractor be allowed 25¢ per cubic yard additional, on all materials from the Rufus pit only.

I talked this matter over at some length with the contractors and they tentatively agreed to this adjustment and it also meets with the approval of the Bureau of Public Roads.

Memo. - Herbert Hoover - #2 3-24-1922

If this meets with your approval suggest that you get a letter from Porter and Conley stating that this arrangement is satisfactory to them, in order that it may be incorporated into the contract.

Respectfully,

C. C. KELLEY,

Assistant Engineer.

CCK:LM

BR
21

Sherman Co. grading

February 24, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am returning herewith the tabulation sheets of the Sherman County work upon which I have shown classifiontion notes taken on taken on a recent trip over this work.

This is what I consider to be a fair and liberal classifiontion of this work and should be the basis of final estimate.

You will compare this with the notes that you have taken and if there is any materi l difference I should like to be advised or at least have an opportunity to advise with you before any changes are made.

You will note that classification notes show borrow and excavation quantities combined unless otherwise noted. You will also note that I have not segregated the thin sand blanket and sand pockets which are superimposed and sandwiched in between some of the rock ledges. In general, I find Mr. Carter's classifiontion to have been conscientiously made but think he has gone to too much refinement in measuring out isolated sand and debris pockets where rock methods of con truction were necessary.

Porter and Conley will present bills to your office covering delays on account of railroad right of way encroachments, telegraph and telephone line flagmen, railroad flagmen, etc. and we will go over them and adjudicate all claims on their merits.

I am returning herewith their bills No. 46, 48, 18 and 19 which will be disposed of at the same time.

Other matters which will be brought up for adjustment are channel change at station 115, line change at station 76 to 91, resloping of various cuts and change in yardage at stations 509 to 517.

Please look up the classification notes and have all other data together with your recommendations so that the matters may be disposed of at the earliest possible time.

Yours truly,

C. C. KELLEY,

Assistant Engineer.

CCK:EM

Encls.

Feb. 18, 1921.

Hartford Accident & Indemnity Co.,
Hartford Bldg.,
San Francisco, Calif.

P.R. 2

File [redacted]

Gentlemen:

We are in receipt of your letter of the 16th inst. making inquiry regarding the grading of the Jhersen County Section of the Columbia River Highway, your bond No. 211,481.

We regret to advise you that final check of this project has not yet been made. This has been delayed on account of extra work being done under the grading contract. Arrangements have been made, however, to transfer this extra work to the surfacing contract held by the same contractor, and it is very probable that final payment on the grading will be made within the next thirty days.

If you will write us at that time, we will be very pleased to supply you with such final information as we may have available.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSoum.
ET

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

RECEIVED
FEB 18 1921

SAN FRANCISCO, February 16th 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

In Re: Bond No.211481 - Porter & Conley,
Construction of Columbia River Highway
in Sherman County.

---

On December 20th you were kind enough to advise us that the above contract had been completed and that check of the final estimate was at that time being made. We would be extremely obliged if you could advise us regarding the amount of final payments to the contractor, and the date of acceptance.

We are enclosing a stamped addressed envelope for your reply, and wish to thank you in advance for this courtesy,

Very truly yours,

Harold Bischopp

Surety Department.

HB/FW.
Encl.

PR 24-1

Feb. 18, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File 28-PA

Dear Sir:

As requested in your letter of the 16th, we are changing Force Order No. 11 under the Grading Contract No. 198 on the Sherman County Section to Order No. 2 under the surfacing Contract No. 282. Also we are including as work to be done in addition to the removal of slides, the "seeding of slopes with rye or some hardy grass."

The reason for changing this work to come under the gravelling contract, as we understand it, is to allow the final to be put through as soon as possible on the grading contract. Our records show that nothing has been paid on this force order to date.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by L. Z. Parsons,
EP

HERBERT HUNN
STATE HIGHWAY ENGINEER

...CITY
...N, SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

28P1 - Estimates.
File 55.

The Dalles, Ore., Feb. 16, 1921.

RECEIVED
FEB 17 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We have in this office a semi-final estimate on the grading on the Sherman County Section which does not include work performed under force order No. 11, Contract 198. As work under this force order is not yet finished, and we wish to submit the final on the grading contract as soon as possible, it is deemed advisable to transfer the removal of these slides to the contract for gravelling, the same contractor having both jobs. Will you please therefore change this force order No. 11, Contract 198, to Contract 882, Force Order No. 2, and include on same protection of slopes by seeding same with rye or some hardy grass.

Respectfully yours,

Approved as recommended
Chas H Gram

E. Scott,
Division Engineer.

W:kl

Approved
H.C.B.

FORM 4 1M-9-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PR 21

28PA - Force Account.
File 53.

The Dalles, Ore., Feb. 17, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

On the enclosed bills Nos. 1, 2, 3, and 4, respectively, from Porter & Conley for work performed under Contract 282, Force Order No. 2, please note that pay for time keeper is included thereon at $150.00 per month and board. If this is not a proper charge, and is included in the contractor's ten per cent, we would ask that you make the proper deduction from these bills.

For reasons stated in letter to your office yesterday, we have made this charge against Force Order No. 2, Contract 282.

Respectfully yours,

J. H. Scott,
Division Engineer.

AWA:kl
Encls.

Copy for State Highway Department

OREGON F

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

January 20, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover Oregon project No. 25 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LHS/fm

Oregon Project No. 25, Federal Aid Road Act,
July 11, 1916 (39 Stat. 355)

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on May 7, 1920, by the State Highway Commission of Oregon, and on April 22, 1920, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 25; and

WHEREAS, the State Highway Commission has requested approval of a revision of the plans and specifications approved for said project to provide for placing thereon a surfacing of gravel not previously provided for, and by reason thereof, has requested that the estimate of cost approved for the project be increased from $226,836.77 to $355,888.22 and that the Federal funds approved and set aside to the credit of the project be increased from $113,418.38 to $177,944.11:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications approved for said project be revised in the manner above recited and that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred and seventy-seven thousand, nine hundred and forty-four and 11/100 dollars ($177,944.11) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

Article I shall read:

"Article I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit: (a) By the State Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920."

To Article III shall be added paragraph (c) to read:

"The Highway Department, for and in consideration of the granting of $177,944.11 Federal aid on the improvement contemplated under this agreement and subject to such limitations on its authority as now are or hereafter may be imposed by the laws of the State of Oregon, hereby agree that within a reasonable time after the completion of the improvement provided for by this agreement it will place, or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U. S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the Highway."

Article IV shall read:

"Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of one hundred and seventy-seven thousand, nine hundred and forty-four and 11/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of three hundred and fifty-five thousand, eight hundred and eighty-eight, and 22/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 4th day of January 19 21, and the Secretary of Agriculture on the 4th day of December 1920.

State Highway Commission of Oregon.

By _____
Chairman, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

(Amendment of Certific[illegible] approval of plans, specifi[illegible], and estimates, executed April 22, 1920, to cover Oregon Federal Aid Project No. 25)

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point on the east bank of the Deschutes River and a point on the west bank of the John Day River

locally known as the Columbia River Highway, Sherman County, and designated in the records of this Department as Project No. 25., State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 355,888.22 in addition to the $113,418.38 approved by certificate of April 22, 1920. as the total estimated cost of said project, and the sum of $ 64,525.73/ as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 4th day of December one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball

Acting *Secretary of Agriculture.*

Form 89

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Sherman County Date Jan. 15, 1921

Week from 8th to 15th

Highway Columbia River Job Prefixes 28PA - 28PA-3.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Sherman

Survey will be completed about Number in party Five

Camp location Biggs

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Rufus East
Inked in the final Cross Sections
50 - 230.
Graveling from Rufus East
This Week
Set the Stakes for the gravel
70 - 70.
Rufus West.
Finished plotting the mass Diagram.
Made fair progress graveling
from the Biggs plant.

APPROVED

NOTED
H. B. GLASGYER

Signed C. E. Carter.

Title Res. Engr.

Jan. 10, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR-25

Dear Sir:

We have your letter of Jan. 7th with reference to the matter of maximum size of material for use on the Sherman County work. We note that Mr. Porter requests that a decision in regard to this matter be made at once.

Our stand in this matter is very clearly outlined in our letters of Sept. 28, Oct. 1st, and Oct. 19th, copies of which are attached. It is clear from these letters that the decision rests entirely with the contractors, who have made no reply to either of the last two of the letters mentioned above.

The question at issue was not so much one of maximum size as it was of grading and segregation of sizes for use in top and base courses. If you will read the specifications carefully you will note that they call for the use of run-of-crusher material, with two-inch maximum size, in both the top and base courses. As I understand it, the contractors are now being permitted to segregate the crusher-run material into two sizes using the coarse material in the base course and the fine material in the top course. Under this method of construction we are paying the contractors something in the neighborhood of fifteen or twenty percent more for a given weight of surfacing material, than that same weight of material would cost if placed run-of-crusher in both courses. It seems to us that this overpayment, as it might be considered, more than offsets the greater cost of crushing 1½-inch material than 2-inch material.

We have at no time intimated that we were willing to pay a higher price than the contract price for 1½-inch material, and the contractors have not, to my knowledge, been authorized or instructed to crush their material to a 1½-inch maximum size.

If Porter & Conley now figure that they cannot afford to crush to the 1½-inch size, then we cannot afford to accept material delivered on the work in two sizes at the contract price for crusher-run material. You will, therefore, instruct the contractor that if he increases the size of material to two inches,

he must deliver the rock crusher-run for both courses and accept payment for crusher-run yardage.

Very truly yours,

HERBERT HUNT
State Highway Engineer.

By

Office Engineer.

SH:cET.

FORM 4 15M-6-20

S. BENSON, PORTLAND, CHAIRMAN
W. D. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED JAN 8 1921

28PA3 - Specifications.
File 24.

The Dalles, Ore., Jan. 7, 1921.

F.A. #35

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Mr. Arthur Porter, of Porter & Conley, called at this office on the 6th and requested that the matter of the adjustment and specifications on the Sherman County gravelling be given immediate decision. You will recall that the Bureau of Public Roads Engineer recommended and requested that the same specifications be used on this job which were used on the Blalock-Arlington Section. The only difference that I can find is that the Blalock-Arlington specifications called for 1½" maximum size gravel, while the Sherman County work calls for 2". Up to this time Porter & Conley are using 1½" maximum. They claim greater cost of crushing, which they say amounts to about 25 cents per cubic yard, and I do not believe that they will adjust it on anyother basis.

Will you please let me know in regard to this matter as soon as possible so that in case the Department does not care to pay this additional price that we can change the size from 1½" to 2". The 1½" size which they are putting on the road is apparently a better material to use, and is making a fine roadbed.

Respectfully yours,

ANSWERED
S. H. Probert

J. H. Scott,
Division Engineer.

JHS:kl

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section ..... Sherman County ..... Date ..... Jan. 1st ....., 1921

Week from ..... Dec. 26th ..... to ..... Jan. 1st .....

Highway ..... Columbia River ..... Job Prefixes ..... 28PA-1 28PA-3

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County ..... Sherman .....

Survey will be completed about ..... Number in party ..... Five .....

Camp location ..... Biggs .....

Mail address .....

(If telephone, telegraph, freight or express station differs from mail address, please so state)

---

**MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT**

Rufus East.

Force account Gang working at the slide 75-1106 measured some additional Borrow 192-194-+228-239. and Computed same.

Rufus West.

Worked in The final cross sections 302-323.

Measured up Grade Borrow 398-402.

The Crusher plant at Rufus run full capacity all week. The Crusher plant at the Biggs Pit Broke down Dec 31st, but was repaired in a few hours.

APPROVED

JAN 5 1921

DIVISION ENGINEER

Signed ..... E. Carter .....

Title ..... Res. Engr .....

STATE HIGHWAY DEPARTMENT

# ENGINEER'S WEEKLY REPORT

Sherman County — Date Dec 25th, 1920

Week from 19th to 25th

Columbia River — Job Prefixes 28PA- 28PA-3.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Sherman

Survey will be completed about — Number in party Five

Camp location Biggs Oregon

Mail address ✓ ✓

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

**MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT**

28PA-
Rufus East
Called the final cross sections
200 - 264
Force account gang taking out
the slide 75 - 110
Rufus West
Platted the overhaul mile 4-8
Inked in the final x sections 0 - 242
28PA-3
Slight delay hauling gravel from
the Biggs Pit account of a slight
snow fall.
The crusher at Rufus started
filling the bunkers Dec. 23rd

APPROVED

ENGINEER

RECEIVED
DEC 30 1920
ARL'G

Signed C. Carter.

Title Res. Engr.

CONTRACT # 201

PR 27 Scappoose-Dear Island 1919-1923

201

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

REFERRED TO
Chester
BY R. A. K.

POST OFFICE BUILDING,
PORTLAND, OREG.

May 28, 1923.

RECEIVED
MAY 29 1923
STATE H... OF...

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

A maintenance inspection has been made of Oregon Project No. 27 (Scappoose-Deer Island).

The project is in satisfactory condition except as to shoulders and ditches. These are overgrown with grass and weeds. In a few places on the northerly half of the project shoulders are low and somewhat loose.

Please give these matters your early attention.

Very truly yours,

C. H. PURCELL, District Engineer,

By B. J. McKeown
Acting.

NOTED
W. D. CLARK

MAINTENANCE INSPECTION

Oregon
27
One

District Engineer, Portland, Oregon. July 27, 1921.

[redacted]
[redacted]
[redacted]

Columbia River Hwy., Scappoose-Deer Island

Columbia

July 23, 1921.

C. L. McKesson

Senior Highway Engineer.

Inspection made unaccompanied by State representatives.

Project consists of 10.8 miles of bituminous concrete pavement 5" thick and 16 feet wide. Completed October 1920.

Surface:- In good condition. No breaks have developed and no maintenance necessary to date. Slight evidence of internal displacement is to be found on hills in the form of transverse ridges. These are not yet very noticeable.

Shoulders:- Are being well maintained and are safe for traffic.

Slopes:- Grass covered.

Guard rail:- Where required and in good condition.

Ditches:- Grown up with grass and weeds. Should be cleaned before rains begin.

Bridges, Culverts and Drains:- Satisfactory.

Road signs have been placed where required.

Comments:- Heavy summer traffic now over project. The project as a whole is in a very satisfactory condition.

Requests made of State Highway Department:- Ditches should be cleaned and surface of pavement sanded in a few places where flush coat is becoming sticky.

NOTED
W. D. CLARKE

Feb. 28, 1921.

Mr. G. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File 13-27

Dear Sirs

We are in receipt of a copy of a letter from the Chief Engineer under date of Feb. 17th, 1921, relative to time extension on the Scappoose-Deer Island Section, Oregon Federal Aid Project No. 27.

This letter requests certified copies of the correspondence between the State and the Contractor, and the permission of the Engineer that the extension be granted.

We beg to advise that we have no correspondence on this extension. The representative of the contractors personally appeared before the Highway Commission with their request, and formal action was taken at that time.

Herewith we are sending you three certified copies of the action of the Comission as it appears upon the official minutes. You will note that the extension was granted to the contractor upon the recommendation of the Engineer. We believe that this recommendation can be construed to include that his permission was granted.

We would request that ~~a~~ payment of the final voucher be allowed upon this showing and wish to call your attention to the fact that each day of delay is costing us approximately $7.00 for interest charges.

Very truly yours,

[redacted] HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
EE

Extract from the official minutes of the Oregon State Highway Commission dated November 29, 1929.

"Warren Construction Co., contractors on the Sauvie Island project requested an extension of time to December 15, 1929. On recommendation of the engineer this request was granted."

I hereby certify this to be a true and correct copy of an extract from the official minutes of the Highway Commission as shown.

State Engineer.

Copy for State Highway Department

J-1

February 17, 1921.

Mr. C. H. Purcell,
District Engineer,
P. O. Box 4167,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of final voucher in triplicate for Oregon Federal Aid Project No. 27, in the amount of $46,648.72.

Your letter dated February 7, 1921, advised that an extension of time was granted the contractor on the project to December 15, 1920.

On page 8 of the general provisions of the contract, provision is made for extension of time by the "Engineer" upon request of the contractor. Our files should have certified copies of the correspondence between the State and the contractor giving reasons for the time extension and the permission of the Engineer.

The voucher is being held in this office for the correspondence requested.

Very truly yours,

Chief Engineer.

rmm-mlv

FEB 24 1921
STATE HIGHWAY ENGINEER

Feb. 4, 1921.

Mr. O. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-27

Dear Sir:

Herewith we are enclosing four copies of corrected final voucher on the Scappoose - Deer Island Section, Oregon Federal Aid Project No. 27, in the amount of $16,645.72. This voucher supersedes the one previously sent you for $16,516.98 and has been corrected to eliminate the engineering items prior to March 14, 1920.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeCoux.

DT

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 1, 1921.

RECEIVED
FEB 3 1921
STATE HIGHWAY ENGINEER

1227

State Highway Commission,
Salem,
Ore.

Gentlemen:-

We return herewith for correction final voucher in triplicate for Oregon Federal Aid project No. 27. The voucher has been examined and is found to be correct with the following exception:-

Engineering expenses prior to March 16, 1920, which is the date upon which the District Engineer recommended the approval of the plans and specifications, cannot be allowed because of the ruling which will not permit of the United States paying for any work done prior to the recommendation for approval of the plans and specifications by the District Engineer.

Yours very truly,

District Engineer.

Form 81

December 16, 1920

United States Fidelity & Deposit Company,
c/o J. L. Hartman Company, Agents,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you that it is the intention of the Highway Commission to make final payment to the Warren Construction Company on the Scappoose-Deer Island project, our contract No. 201.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:HK

Have we deducted 1 1/2% ?
Get Yytle to hold warrant until corrected if not
RAK

NOTED
C. L. GRUTZE

Form 39

Form 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Scappoose - Columbia-Goble Date Dec 5 1920, 19

Week from Nov 27 to Dec 5

Highway Columbia River Job Prefixes 5PA 30% 5AA 70%
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Columbia

Survey will be completed about Number in party 4

Camp location St. Helens, Oregon

Mail address St. Helens, Oregon

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Patching pavement finished.
Ditch + Shoulders in front of St. Helens finished little more work.
Shoulders ½ mile this side of Tide Creek need little more work.
Have drained all water off shoulders from Scappoose to Multnomah County Line.
Have put in 15 yds rip rap at north Scappoose Bridge as ordered by C.C. Kelley
Building 112 ft of fence. Putting on first coat of paint + (w.c.d.e. if mail and will finish this tomorrow if
Sent in Estimate and extra work bills on contract 104 B 44 5AA.

Will start surfacing force + one man on maintenance work.
Tuesday leaving Shoulders at Tide Creek to Goble.

POSTED
E. S. CLAISTER

Signed E. A. Collier

Title Res. Engineer

Form 20

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Scappoose - Deer Island  Date 11/12/20, 19

Week from 11/7 to 11/13

Highway Columbia River  Job Prefixes SRA
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Columbia

Survey will be completed about  Number in party 2

Camp location St Helens

Mail address St Helens

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

McKesson Wanzer & Gavin down over job Friday. Wand some more work here on Scappoose and Sub j Fair Contractors will start camp Monday or Tue.

Repairs to pavement have been made at Little Jack Falls and at Gable Bridge and have smaller jobs to be. Will test two grips on Thin Main Tuesday and work it through.

NOV 16 1920

VOTED
H. B. GLAISYER

Signed E.A. Collier

Title Jr. Engineer

Form 10

RR 27

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Deer Island Rainier No 2 — Date 11/7/20, 19..

Tide Creek — Week from 10/31 to 11/6

Highway Columbia River — Job Prefixes F.A.P.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Columbia

Survey will be completed about — Number in party 2

Camp location St. Helens

Mail address

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Pauncad Slough north of Deer Island and built up. Well start at bridge & Portland Iron Works Tuesday Nov 2. Railway Table 5 days & 3 days driving piles & cap. Rain all one week in Deer Island

RECEIVED
NOV 12 1920
HIGHWAY ENGINEER

Signed E A Collins

Title Res Engineer

Form 31

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Scappoose - Deer Island  Date 10/16/20, 19

Week from 10/9/20 to 10/16/20

Highway Columbia River  Job Prefixes 5PA
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Columbia

Survey will be completed about  Number in party 6

Camp location St. Helens

" Phones 83W ~ 143W

Mail address

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

RECEIVED OCT 18 1920 STATE HIGHWAY ENGINEER

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

| Plant | Laid this week | | To Finish Job | | Sq. Yd. |
|---|---|---|---|---|---|
| | Base | Top | Base | Top | |
| Scappoose | 0 | 0 | 4470 | 5113 | |
| St. Helens | 164 | 1742 | 2828 | 3242 | |
| Total | 164 | 1742 | 7798 | 8355 | Sq. Yd. |

Rain all week has delayed work and softened grade
Detour around gap Sta 798 - 822+50 is getting cut up and will not stand traffic much longer This gap has 1200 ft of undisturbed Old macadam and unless good weather comes next week the remaining 1250 ft should be worked from St. Helens rock if possible and traffic let Through
The gap Sta 694 - 710 has a good detour and only 1/4 mile longer

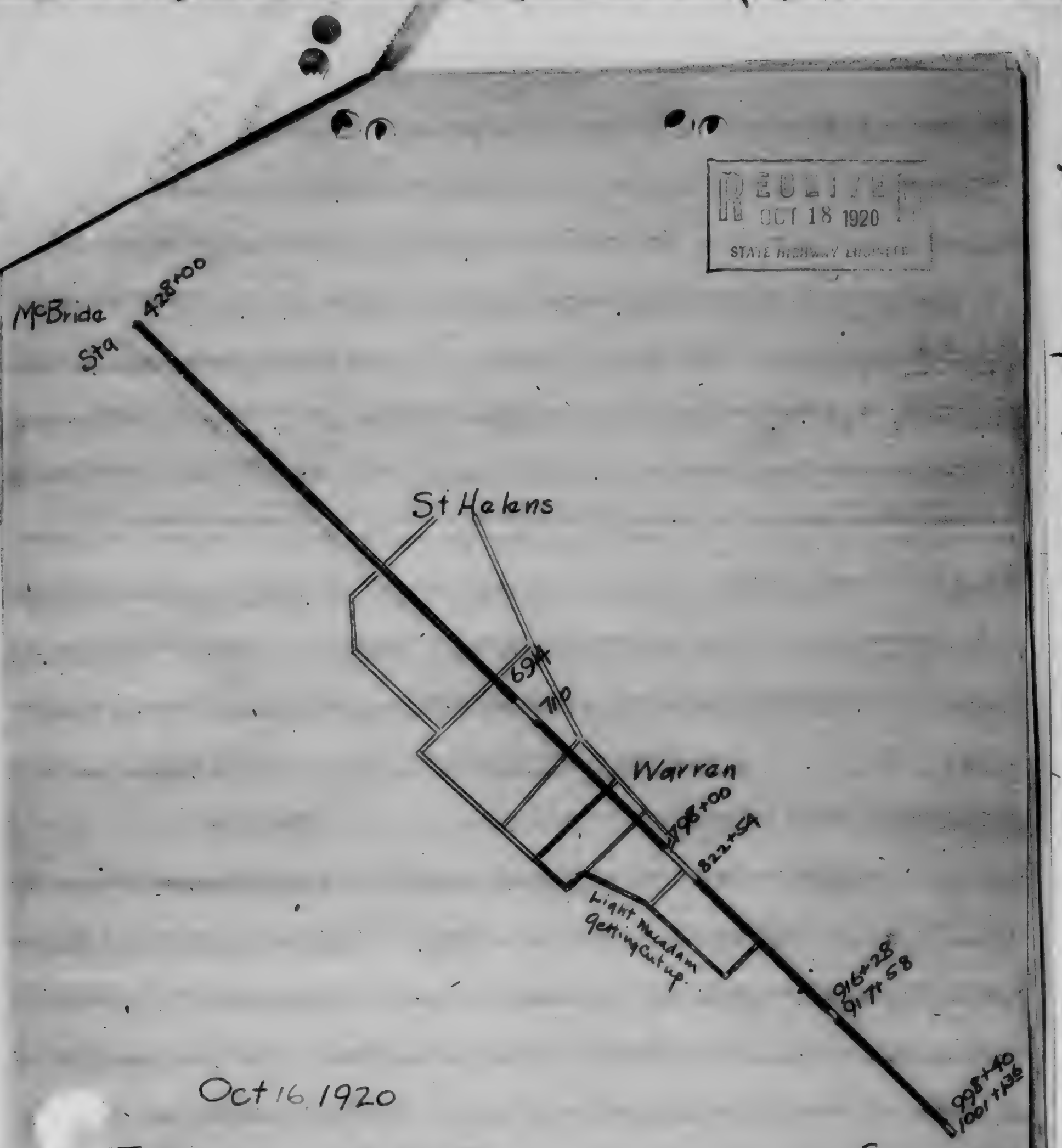
No Change in Grading Report.

NOTED
E. GLAISYER

Signed E. A. Collier

Title Res. Engineer

RECEIVED
OCT 18 1920
STATE HIGHWAY ENGINEER




Oct 16 1920

To Finish 7798 Sq yds Base
8355 Sq yd Top

PK

NOTED
H. M.

McBride Sta. 428+00

St Helens

650

689

710

Base Only.

Warren

798+00

822+54

830

916+28

917+54

998+40

1001+35

Escappoose

File Lumpkin Ave - Island Paving

Oct 1, 1920

To Finish 8833 Sq. Yds Base
16637 Sq. Yd Top.

Sept. 30, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon. File PR-27

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 56,649.32, covering work done from Aug. 16th to Sept. 15th, 1920, on the Scappoose-Deer Island Section, Oregon Federal Aid Project No. 27.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

Scappoose - Deer Island

NOTED
H.N.

September 13, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The work on this section was visited on Friday, September 10th, with Mr. Wanzer, Mr. Kelly and Mr. Collier.

The Scappoose plant was operating, placing top mixture at the time of our visit. As the base mixture was wet instructions were given to use distillate and to burn the top of this base in order that the top 2" might adhere to the base.

It was further noticed that wet squeegee was being used and instructions were given that only dry squeegee be employed. In this connection it would be advisable to advise all resident engineers to require the use of dry squeegee, especially at this season of the year. Further, the flush coat should not be applied to a wet or damp pavement.

The St. Helens plant was not operating at the time of our visit, owing to the failure of the main boiler operating the hot plant. The contractors are installing the small portable Warrenite plant belonging to the State, but it is my opinion that if this job is to be finished this fall it will be necessary for the contractor to install another boiler so as to operate the large plant. I strongly recommend that the contractor be required to install this boiler.

Respectfully submitted,

EWL-S

Report in duplicate

CC - C. W. Wanzer
E. A. Collier

ADDRESS ALL COMMUNICATIONS
TO THE COMPANY

# Warren Construction Company

GENERAL CONTRACTORS

PORTLAND, OREGON

ANSWERED
ROBERT NUNN

August 24, 1920.

GENERAL OFFICES

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Referring to our contract with the State of Oregon for the improvement of the Scappoose-Deer Island Section of the Columbia River Highway, beg to advise that we have been given permission to pave five miles of the road from our Scappoose plant and we now desire to increase this to five and one-half miles. We will appreciate your giving us this permission to pave from our Scappoose plant five and one-half miles instead of five miles as originally granted us. This extra half mile will greatly assist us in completing this contract at an earlier date than we anticipated.

Trusting you will grant us this permission, we remain,

Very truly yours,

Treasurer.

AUG 25 1920

August 18, 1920.

P. R. 27.

Mr. C. W. Wanzer,
Division Engineer,
519 Northwestern Bank Bldg.,
Portland, Oregon.

Dear Sir:

There are many complaints coming in against the progress of the work between Scappoose and Deer Island. Will you please take this matter up with the contractors and ask that all additional speed be made?

If there is any doubt that this pavement will be finished this year, the base course should be laid so that the highway can be used.

Very truly yours,

State Highway Engineer.

HN:HI

August 13, 1920

P. E. 87

St. Helens Chamber of Commerce,
St. Helens, Oregon.
Mrs. John L. Storin, Executive Sec'y.

Gentlemen:

I wish to acknowledge receipt of your letter of August 12th, and wish to advise that I have referred your letter to our Division Engineer and have asked him to take the matter of the paving between St. Helens and Scappoose, up with you direct.

We trust that you will be patient in this matter as you know the difficulties of doing work under present abnormal conditions is enormous, and progress all over the State due to these conditions has slowed down to a considerable extent.

Yours truly,

Secretary.

DAK:LM
cc. Mr. C. W. Wemme, 319 Northwestern Bank Building, Portland, Oregon.

August 5, 1920.

File - 27.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $25,334.45 covering work done to July 15th on the Scappoose - Deer Island Section, Oregon Federal Aid Project No. 27.

Very truly yours.

HERBERT HUNN.
State Highway Engineer.

By

Office Engineer.

Dictated by J. H. DeSouza.
ET
Enc.

July 28, 1920.

P. R. 27.

Mr. C. W. Wanser,
Division Engineer,
819 Northwestern Bank Building,
Portland, Oregon.

Dear Mr. Wanser:

I made an inspection Tuesday of the Columbia River Highway and was very much pleased at the excellent workmanship found throughout.

I noted that at the Scappoose paving plant some of the gravel base was not holding under the trucks and that the contractor was hauling over the bituminous base. In my opinion, you should take this matter up with Mr. McKesson and use a little earth material in order to get a better bond, spreading the sand now alongside the roadway on top.

Please take this matter up with Mr. McKesson.

Respectfully,

State Highway Engineer.

HH:HI

July 28, 1920.

P. R. 27.

Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Attention Mr. McKeegan

Gentlemen:

I made an inspection Tuesday, July 27, of the paving plant and workmanship near Scappoose on the Scappoose-Deer Island Section and found that the gravel base was not binding as well as should be expected.

I was informed by the contractor and the inspector that it was impossible to get the proper bond with screenings and sand and that a small amount of earth material should be used. As you know, I am somewhat opposed to the use of clay or earth fillers under a pavement, but in this particular case it seems to me that a small amount of the earth taken from alongside of the shoulder and used in this base would make a more stable foundation. If you consent to this, I would suggest that the earth material be placed on the gravel base first and rolled or swept in well and afterward spread the screenings and sand on top so that the pavement will not come in contact with any earthy material.

Will you please consider this matter with Mr. C. W. Wanzer?

Respectfully,

State Highway Engineer.

HH:HI

July 13, 1920.

#27

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of July 9th with reference to deficiencies in filler as indicated by laboratory reports covering samples submitted for Federal Aid Project #19 and #27. Copies of your letter are being forwarded to our Division and Resident Engineers with instructions that the matters referred to be properly taken care of at once.

Very truly yours,

HERBERT NUTH,
State Highway Engineer.

By

Office Engineer.

SUPLST

RECOMMENDED FOR APPROVAL:

CHIEF ENGINEER, BUREAU OF PUBLIC ROADS.

APPROVED:

CHIEF, BUREAU OF PUBLIC ROADS.

# SPECIAL PROVISIONS

7.a.27
Ore 27

FEDERAL AID PROJECT:

This is a Federal Aid Project and the attention of the contractor is called to all provisions in regard thereto.

SOLDIERS AND SAILORS:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress, approved February 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year Ending June 30, 1920, and for other purposes" - - - Public No. 299, 65th Congress.

NO CLASSIFICATION OF EXCAVATED MATERIAL:

Under this contract excavation will not be classified in accordance with the classification specifications given on page 15. The contractor bids a single price for excavation, and all excavation, regardless of the nature of the material excavated, will be paid for at this price. Excavation shall be made in accordance with the instructions of the Engineer and will include the removal of slides, construction of roadbed to the grade and alignment established by the Engineer, excavation of cut-ditches and drain ditches of all kinds, and all other excavation that may be ordered. In no case, however, will this be interpreted as including as pay quantity any excavation, properly a part of the preparation of subgrade as specified on page 53.

The price bid on excavation will include and cover all costs in connection with clearing and removal of logs and other debris which may be required as a part of the removal of slides, and no further payment will be made for same.

USE OF EQUIPMENT:

It is hereby understood that the contractor waives any and all right to the use of State Equipment mentioned in the proposals on this project.

CRUSHED GRAVEL MACADAM BASE AND SHOULDERS:

Under the terms of this contract the contractor proposes to use crushed gravel for the construction of new macadam base and shoulders from Scappoose towards Deer Island, a distance of five miles, and Broken Stone for the construction of the New Macadam Base and shoulders on the balance of the work.

It is specifically understood that all crushed gravel New Macadam Base shall be laid in full accordance with the specifications for New Macadam Base given on pages 55 and 56 of these Specifications regarding sizes of material and method of construction.

Modified by supplementary Agreement attached hereto

CRUSHED GRAVEL AND CRUSHED ROCK IN WEARING SURFACE:

The contractor proposes to use crushed gravel in the wearing surface for theabove mentioned five miles, and crushed rock for the balance of the work.

## —— SUPPLEMENTAL AGREEMENT ——

THIS SUPPLEMENTAL AGREEMENT, made and entered into this _____ day of_____, A. D., 1920, by and between the State of Oregon, through its State Highway Commission, hereinafter called the State, party of the first part, and the Warren Construction Company, a corporation, hereinafter called the contractor, party of the second part, WITNESSETH:

THAT WHEREAS, on the 9th day of September, 1919, the parties hereto entered into a written agreement for the paving of the Scappoose-Deer Island Section of the Columbia River Highway in Columbia County, which said contract bears file No. 201; And,

WHEREAS, it now appears that in the interests of the parties hereto, and for the purpose of making it possible to get better road construction on said highway, the specifications specified and set forth in said contract No. 201 should be modified in the following manner and in the following particulars:

(1) The type of pavement to be constructed shall be changed from Standard Type "E" with Bitulithic Top to Standard Type "D" with Bitulithic Top.

(2) The type "D" pavement shall be constructed in all details in accordance with the specifications for this type of pavement, as given in the original specification and contract form.

(3) A sub-base of broken stone or crushed gravel, upon which to construct the type "D" pavement, shall be laid in accordance with the specifications for such sub-base as given in the original specification and contract form with the following additional provisions:

(a) The sub-base shall be of Broken Stone between engineer's stations 428 and 737, and of crushed gravel between engineer's station 737 and 1001-13.6

(b) The sub-base shall have a minimum compacted thickness of three (3) inches.

(4) A two foot shoulder of broken stone or gravel shall be constructed at each side of the pavement; this shoulder to be constructed in accordance with the Standard Specifications and to be of Broken Stone between engineer's stations 428 and 737, and of Crushed Gravel between engineer's stations 737 and 1001-13.6.

(5) Payment for work done shall be made at the following unit prices:

| | |
|---|---|
| 6" Porous Drain Tile | Forty Cents ($.40) per Lin. Ft. |
| Excavation, No Classification | One Dollar (1.00) Per Cu. Yd. |
| Type "D" Pavement | Two Dollars & Twenty Cents (2.20) per Sq. Yd. |
| Broken Stone, Loose Measure | Three Dollars & Twenty-one Cents (3.21) per Cu. Yd. |
| Crushed Gravel, Loose Measure | Two Dollars & Seventy-Four Cents (2.74) per Cu. Yd. |
| Shoulder Construction | Six Cents ($0.06) per Lin. Ft. |

It is further agreed and understood that the said original contract No. 201, shall, except as herein modified, remain in full force and effect, and all of the provisions, terms, conditions, and specifications set forth in said original contract, both as effecting the said Warren Construction Company, and as effecting the obligations of the Surety Company on said contract, shall be binding upon all of the said parties, save and accept as herein modified.

Party of the second part further agrees in consideration of the premises herein set forth to procure the written consent of second party's surety

on said original contract to this modification or supplemental agreement.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

By

_____
Chairman

Attest:

_____
Commissioner

_____
Highway Engineer

_____
Commissioner

Party of the First Part

WARREN CONSTRUCTION COMPANY

By

_____

_____

In the Presence of:

_____

_____

_____

_____

Party of the Second Part

ASSENT OF SURETY

We, _____

_____, surety for the Warren Construction Company in their contract for the paving of the Scappoose-Deer Island Section of the Columbia River Highway in Columbia County, hereby consent to the execution by the Warren Construction Company of the attached contract supplementary to the original contract entered into on the 9th day of September, 1919, and we agree that the execution of this supplementary contract shall in no way act to invalidate our bond covering the original contract.

We further agree to extend our obligation under the original bond to include responsibility for the compliance of the Warren Construction Company with the terms of the said supplementary contract hereto attached.

WITNESS, our hands and seals this____day of_____, A.D., 1920.

_____

_____

_____

Surety

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. [illegible]-1

May 27, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 27 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

leb-mm

Form P. R. I. 2
State ..... Oregon
Project No. ..... 87

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of May 1920, by and between the State Highway Commission of Oregon, ~~constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 15th day of September 19 19, a project statement, which was approved by the Secretary on the 26th day of March, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 27th day of April, 19 20 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred and fifty-seven thousand, nine hundred and twenty-three and 53/100 dollars ($ 157,923.53) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of Bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal aid offered. By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the Count of By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 422+00, about 2 miles south of Deer Island and survey station 1001+15.6, at Stove Street, Scappoose, terminal points, a distance of 10.87 miles, known locally as the Columbia Highway, Scappoose-Deer Island Section, Columbia County.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred and fifty-seven thousand, nine hundred and twenty-three and 55/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of three hundred and fifteen thousand, eight hundred and forty-seven and 07/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... (Official depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

... to carry the drainage along our road bed a...

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

**the State Treasurer, Salem, Oregon,**

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**

(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

**RESOLUTION**

**In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.**

**IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and**

**BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.**

**I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.**

**ROY A. KLEIN**

**Secretary.**

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the ---- 27th ---- day of ---- April ---- , 1920.

State Highway Commission of Oregon.

.....
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission.

.....
(Title of officer.)

By .....
Member, State Highway Commission.

[SEAL.]

.....
(Title of officer.)

By .....
Member, State Highway Commission.

.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

[SEAL.]

.....
(Title of officer.)

.....
*Secretary of Agriculture.*

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 428+00, about 2 miles south of Deer Island and survey station 1001+13.6, at Stove Street, Scappoose, locally known as the Columbia Highway, Scappoose-Deer Island Section, Columbia County, and designated in the records of this Department as Project No. 27, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $315,847.07 as the total estimated cost of said project, and the sum of $157,923.53 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 27th day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

*Secretary of Agriculture.*

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM Portland Jan 7 [illegible]

NOTED [illegible]

File 5 P.A.

MAY 18 1920

Mr R. A. Klein
Secretary
Salem Or -

Dear Sir:

I stopped in again to see Mr Wist, cashier of the First Nat Bank of Scappoose, last Thursday, in regard to the grade through the town, but he was not there. I took the matter up with the Mayor and the Teller in the Bank and think that after the grade stakes had been explained to them that they are satisfied that our grade was O.K. -

The trouble is that there is no City grade established and buildings are built at different elevations, according to the natural lay of the ground & no grade could be laid to suit all the buildings -

I have instructed our Resident Engr. Mr Collier to make a profile and spot the elevations of the different buildings and lay a proposed curb line grade, to which the town can work towards - This grade line will probably give some buildings a shallow gutter, others a deep gutter, but nothing objectionable or ideal - This seemed to please the Mayor - We have to carry the drainage along our road bed as

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

R.A.K. #2 -

The cross checks are not engraved and there are no leaves or catch terms - As it is we have a very flat grade now and any change would mean not holes or lots of ditching to carry off the water -

I think I can call by Mr Wick when I am able to see him and explain the matter as I did to the Mayor -

Yours respectfully

C. W. Wagner

May 24, 1930.

5 PA
PR 27

Mr. E. A. Collier,

St. Helens, Oregon.

Dear Sir:

Acknowledging receipt of your letter a few days ago, regarding templates, attached hereto is a blue print of the same as developed by Mr. Neef. It is suggested that inasmuch as these are 20 feet long and rather frail that it would be better to have them made up at the nearest planing mill to which you are located. We could have them made up here if you can not have them made up more conveniently closer at hand.

Very truly yours,

State Highway Engineer.

RAK/HI

Subject- Paving Template
Salem-Brc 1 ..

Salem Ore May 27 1920

Roy A. Klein, Assistant State Highway Engr.
Salem, Ore.

PR27

Dear Sir:-

Am returning letter from Ed. Collier which you handed me May 20th and am enclosing tracing of Template in use on Salem Aurora Section.

Will you kindly have prints made if drawing meets with your approval, and send one to Mr. Collier.

Should you desire to retain tracing, please send me two prints of same.

Yours truly
Jno H Kelly
Resident Engr.

FORM 2A 2M-11-19

P. BENSON, PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

5 P.A. Templates.

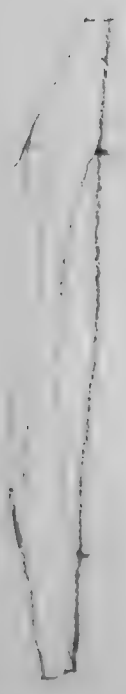
Mr Roy A. Klein
Assistant State Highway Engineer
Salem Oregon

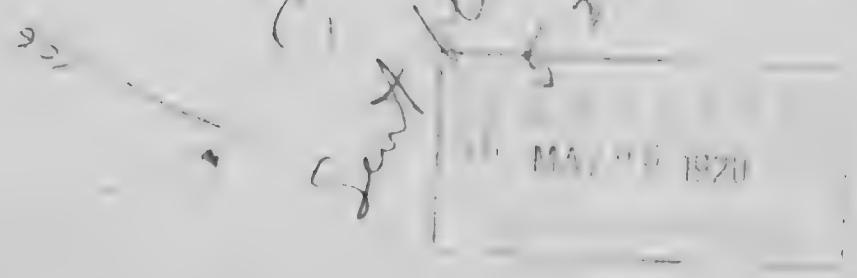
Dear Sir:—

We need some templets and Mr Whitmore says he thinks J. H. Neff had some made last year. Should be 20 feet long to scale out to grade rods. Please send me four if you have that many available I need two at once.

Should there be not available please have them made and sent mean there is no planing mill in St. Helens.

Yours Truly
E. A. Collier
Res. Engineer.





May 13, 1920

File 6-K

PR27

Mr. Edward R. Tist, Cashier,
First National Bank of Scappoose,
Scappoose, Oregon.

Dear Sir:

In reply to your letter of May 11th wish to advise that our Engineer reports that he stopped in to see you on two occasions in regard to talking over the matter of the grade through Scappoose but each time found you were out. He will stop and see you the next time that he passes through Scappoose.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

WAK:EM

cc Mr. C. V. Tanzer, 319 Northwestern Bank Building, Portland, Oregon.

THE OLDEST NATIONAL BANK
IN COLUMBIA COUNTY

-10992-

# The First National Bank of Scappoose

CAPITAL, : : $25.000.00
UNITED STATES DEPOSITORY
MEMBER OF FEDERAL RESERVE

SCAPPOOSE, OREGON.

May 11 1920

Herbert Nunn
State Highway Engineer
Salem Oregon.

Dear Sir;

Refering to your letter of April 27 in reply to our wire as to the grade of the highway thru Scappoose.

We did receive a letter from your office stating that this matter has been refered to your division Engineer in Portland but to date have not heard from him we would be very glad to hear from you stating what can be done in this matter as the grade at present will be a curse to the property owners.

It will necessary for quick action as the Warren Construction Co will be putting gravel on this grade in a short time.

Yours Truly

cashier

KEW

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE

REFER TO FILE NO. E-1.

May 3, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project No. 27, for the signature of the Highway Department. You will observe that these copies have already been signed by the Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Agreement Co-op Act

Chief Engineer.

Enclosures.

leb-lba.

May 11, 1920.

File: P.R. No. 27

Mr. E. A. Collier,
St. Helens, Oregon.

Dear Sir:

In checking your final notes for the grading of the Scappoose-Deer Island Section, we fail to find any quantities estimated to cover excavation for ditches in cuts. Mr. Wanzer advises us that ditches were constructed and we are therefore writing you for information as regards the quantities involved. We presume that you have figured that the excavation involved in the construction of these ditches is understood to be included in the excavation quantities as computed from level sections. This is not the case, however, and it is our custom to allow yardage to cover cut ditches. Kindly supply us with the information in regard to the ditch section used, the number of lineal feet constructed, and the estimated yardage, with classification.

We might say for your information that we have completed our recheck of your cross-section quantities and our total shows 53,264.6 cubic yards, as compared with your total of 53,081.8 cubic yards. The discrepancy between these figures is accounted for by the fact that in our recheck, the borrow pit areas were computed from the cross-section readings, whereas we understand that your quantities were determined from scaled areas.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE

REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 27.

POST-OFFICE BUILDING
PORTLAND, OREGON
April 29, 1920

State Highway Commission,
Salem,
Oregon.

Gentlemen:

An inspection has just been made of Oregon Federal Aid Project No. 27. A moderate supply of sand and broken stone was found stored at the yard, which the division engineer advises us has been tested. We would be pleased to receive copies of all screen tests on sands which are to be used in bituminous work. Several hundred barrels of asphalt are on hand at the plant which are to be used in the work and these, we are informed, have been tested but no report seems to have reached us.

Your engineers in charge and the contractor's superintendent stated that they are contemplating the use of a fine muck sand as a filler on this project. In view of the serious trouble we have had in the past over filler in bituminous pavement, we would suggest that samples of this proposed material be obtained at once and that tests be made before the contractor gets a large supply on hand. The elutriation test should be made as well as screen test and a number of samples should be taken to determine whether the supply can be expected to be uniform.

Yours very truly,

Acting District Engineer.

April 19, 1920.

File: P.R. No. 27.

Mr. C. W. Wanzer,
319 Northwestern Bank Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing a revised copy of quantity summary estimate to be used on the Scappoose-Deer Island Section, Oregon Federal Aid Project No. 27. Since s

Since sending you the previous sheet, the Office of Public Roads has ruled that certain quantities on Broken Stone and Gravel done prior to the date of approval of the Project estimate would be considered additional quantities to the amounts shown in the Project Agreement, and we have, therefore, increased the quantities on this summary by the respective amounts.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Asst. Office Engineer.

JHD-HH

March 23, 1920.

File: P.R. No. 27

Mr. E.A.Collier,
St. Helens, Oregon.

Dear Sir:

We note that you have assigned the number one to your order for extra work in connection with contract No. 201, dated March 18, and covering certain culverts constructed. As we already have an order No. 1, in connection with this same contract, we are changing the number of the last order to No. 2. Please correct your copy of this order accordingly, so that there will be no mistake in charging the bills in connection with this work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-HN

Highway Department

B-1

March 31, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On March 26 the Secretary approved Oregon project statement No. 87, involving the improvement of 10.85 miles of the Scappoose-Deer Island Section of the Columbia River Highway in Columbia County, at an estimated cost of $252,466.50, and on which federal aid is requested to the extent of $126,233.25.

Very truly yours,

Chief Engineer.

April 5, 1920.
File: 27

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of a statement showing the amount of work done on the Scappoose-Deer Island Section, Oregon Post Road No. 27, prior to the date of approval of the plans by your office. It is our understanding that these quantities do not affect the estimate submitted as basis for the project agreement, and the statement is simply sent you as a basis for comparing the vouchers submitted with copies of the field monthly estimates sent you.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Asst. Office Engineer.

JWD-HH

OREGON STATE HIGHWAY DEPARTMENT

OREGON FEDERAL AID PROJECT 87

SCAPPOOSE-DEER ISLAND SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate showing work done prior to date of approval of plans, specifications and Estimate. Not to be deducted from Project Agreement Estimate)

Salem, Oregon, April 5, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| 876 | Cu. Yds. | Broken Stone, Loose Measure | $ 3.21 | $ 2,811.96 |
| 121 | " | Crushed Gravel, Loose Measure | 2.74 | 331.54 |
| | | Total | | $ 3,143.50 |

Signed:

J. W. DeSouza

Asst. Office Engineer.

March 2, 1920.

File: P. R. No. 27

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of the 20th ultimo, relative to the date of approval on the Scappoose-Deer Island Section, Oregon Federal Aid Project No. 27. This matter was discussed with Mr. McCasey, while he was in the office and will be handled as outlined by him.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JJD-KH

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 30, 1920.

Engineering - Post Roads,
Oregon F.A. 27.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter dated March 25th, regarding date of our approval of plans, specification and estimates on Oregon Federal Aid Project No. 27 has been received.

We note with considerable surprise your statement that failure to pre-date our approval as of November 10th, affects the amount of Federal co-operation in an amount of approximately $5000. Surely there is some mistake. We have on file your monthly estimate for the months of October, November and December. The estimate for the month ending October 15th, shows 868 cu. yds. of broken stone placed Sta. 490 to 520. This was before any kind of plans had been received by us and long before the inspection with plans in habd made on November 8th. This material would not, therefore, have been involved had the approval been dated November 8th. The November estimate shows no work or material; the December estimate shows 8 cu. yds. of broken stone and 121 cu. yds crushed gravel. On February 4th. you advised us that no monthly estimate had been submitted for this project for January because "closed down account wet weather"; March 4th. you advised us that there was no estimate on this project for February. According to our records the only item which would have been included in Federal Aid, had we dated the approval back to November 10th, would have been the 129 cu. yds of rock and gravel above referred to. In this case we did not date the approval as of the date of the P.S.& E. inspection because the entire character of the project had been changed and in this case the approval of the Project Statement was withheld by our Chief Engineer because of the unsatisfactory type of pavement originally proposed. We received the revised plans on March 16th, showing a satisfactory type, but to have dated the approval of these plans back many months before this type of pavement had been decided upon would have been a somewhat irregular and questionable procedure. It is not parallel with the usual cases where minor changes are suggested as a result of the P.S.& E. inspection and where we date the approval back to the date of such inspection

The estimate which we have recommended as a basis for the project agreement includes all material necessary to complete the pavement as per the

present typical section. As far as we know the only material heretofore placed which cannot properly be vouchered is the 865 cu. yds. of broken stone placed in October, and 5 cu. yds in December, and 121 cu. yds. of crushed gravel placed in December.

Mr. McKesson will be in Salem in a few days and will discuss this matter further with you and if there is any misunderstanding in regard to work done we will gladly do all we can to adjust matters so that you will secure the full amount of Federal Aid to which you feel that you are entitled.

Yours very truly,

District Engineer.

March 29, 1920

Subject: Assignment of Warren Construction Company.

Canadian Bank of Commerce,
Portland, Oregon.

Gentlemen:

In reply to your letter of March 27th I regret that my letter of March 26th did not make it clear that the assignment by the Warren Construction Company for the paving of 10.85 miles from the end of the present paving at Scappoose to the beginning of the pavement at McBride's Fill on the Columbia River Highway in Columbia County had been accepted and that all monies due under this contract will be forwarded to you.

Yours truly,

Secretary.

R/K:LM

# The Canadian Bank of Commerce

Portland, Oregon,

Cable Address:
"Canbank"

March 27, 1920

The Secretary

Oregon State Highway Commission

Salem, Ore.

RECEIVED
MAR 29 1920
STATE HIGHWAY ENGINEER

Dear Sir: -

Subject: Assignment of Warren Construction Co.

We acknowledge receipt of your letter of 26th instant and note that the assignment of the Warren Construction Company enclosed to you in our letter of March 25th covering all monies due from them on their contract dated Sept. 9th, 1919, for the paving of 10.85 miles from the end of the present pavement at Scappoose to the beginning of the pavement at McBride's Fill on the Columbia River Highway in Columbia County has been filed in your office. Will you please advise us if we are to understand from this that the assignment has been accepted and that all monies due under this contract will be forwarded to us.

Thanking you in anticipation.

Yours truly

Arthur Cook

ANSWERED

pro Manager

ADDRESS ALL COMMUNICATIONS
TO THE COMPANY

# Warren Construction Company

GENERAL CONTRACTORS

PORTLAND, OREGON

March 25th, 1920.

GENERAL OFFICES

PR 27

Mr. J. M. Devers,
Assistant to the Attorney General,
Salem, Oregon.

Dear Sir:-

Under date of March 22, 1920, we executed an assignment to the Canadian Bank of Commerce, Portland, Oregon, which was handed to that bank today, covering all monies due or to become due under our contract with the State Highway Commission dated September 9, 1919, for paving between Scappoose and Deer Island on the Columbia River Highway in Columbia County. We enclose herewith letter dated March 22, 1920, from the United States Fidelity and Guaranty Company consenting to this assigument.

Very truly yours,

Enc.

Treasurer.

Capital Paid in Cash $3,000,000.

# United States Fidelity and Guaranty Company

J. L. HARTMAN COMPANY
GENERAL AGENTS
CHAMBER OF COMMERCE BLDG.
PHONE: MAIN 208

PORTLAND, ORE.,

March 22nd, 1920.

Oregon State Highway Commission,
Salem, Oregon.

We, the UNITED STATES FIDELITY AND GUARANTY COMPANY, surety, for the due performance of contract dated 9th day of September, 1919, between the State of Oregon and Warren Construction Company for paving the Scappoose-Deer Island Section of Columbia River Highway in Columbia County, hereby consent to your acceptance and recognition of the assignment of the money, warrants and bonds on said contract to the Canadian Bank of Commerce, Portland, Oregon, and dated 22nd day of March, 1920.

It is, however, mutually understood and agreed that in the event any claims are filed with your Commission because of non-payment of laborers, sub-contracts or materialmen, or in the event of notice to you from this Company that such claims are outstanding and unpaid, the assignment shall become inoperative as to any funds remaining in the hands of the State at the time of the receipt of said notice.

UNITED STATES FIDELITY AND GUARANTY COMPANY

By Virgil R. State
Its Attorney in fact

# The Canadian Bank of Commerce

Portland, Oregon,

Cable Address:
"Canbank"

March 25, 1920

The State Highway Engineer

Oregon State Highway Commission

Salem, Ore.

Dear Sir: -

We enclose herewith assignment made by the Warren Construction Company of this City in our favor covering all money, warrants and bonds to be drawn against their contract dated September 9th, 1919, for the paving of 10.85 miles from the end of the present pavement at Scappoose to the beginning of the pavement at McBride's fill approximately two miles south of Deer Island on the Columbia River Highway in Columbia County.

We shall be glad if you will kindly acknowledge receipt of this assignment and forward us from time to time any warrants or bonds that may be issued thereunder.

Thanking you in anticipation.

Yours truly

Arthur Cook

Mgr Manager

enc.

Mailed 4/1 Contract 201

# Warren Construction Company

GENERAL CONTRACTORS

PORTLAND, OREGON

GENERAL OFFICES

March 22nd, 1920.

To the State Highway Commission,
the Secretary of State and
the Treasurer of the State of Oregon.

FOR VALUE RECEIVED, we hereby assign to the Canadian Bank of Commerce, Portland, Oregon, all money, warrants and bonds to be drawn against our contract dated September 9th, 1919, for paving 10.85 miles from the end of the present pavement at Scappoose to the beginning of the pavement at McBride's fill approximately two miles south of Deer Island, on the Columbia River Highway in Columbia County.

WARREN CONSTRUCTION COMPANY

By _____
Treasurer.

By _____
Secretary.

March 25, 1920.

File: Pr. No. 27

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of March 23d stating that your recommendation for approval of Federal Aid Project No. 27 was dated March 16th, 1920.

In this connection, we wish to refer you to your letter of November 10th, which is to the effect that you had at that time made a complete inspection of this Project and were in a position to grant your approval subject to our compliance with certain recommended changes. Our plans have since been changed to give even a higher class pavement than you recommended at that time, and we believe, therefore, that in accordance with the practice followed in the case of several other Federal Aid Projects, your approval should be dated from the time of your field inspection. This is a matter of considerable importance to us, as it affects the amount of Federal cooperation in the amount of approximately $5,000, and we would greatly appreciate favorable action in this matter.

Very truly yours,

HERBERT WUNN,
State Highway Engineer,

By

Office Engineer.

SHP-AS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads. F.A. Oregon 27.

POST-OFFICE BUILDING
PORTLAND, OREGON
March 23, 1920.

State Highway Commission,
Salem,
Oregon.

Attention, Mr. De Souza.

Gentlemen:

Replying to your letter of March 22nd, you are advised that plans, special provisions and estimate covering Oregon Federal Aid Project No. 27 were submitted to the Director with our recommendation for approval, dated March 16, 1920.

No federal funds will be paid on this project until, or unless, the project agreement is executed by the Secretary.

Yours very truly,

C L Mc Lean
Acting District Engineer,

Answered
J. H. Pickert

State Highway Department

PR-7

J-1

March 16, 1920.

Mr. O. M. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

In view of the change of type contemplated for construction on Oregon Federal Aid Project No. 27, as set forth in your letter of March 11, we have today recommended to the Chief of Bureau approval of the project statement covering this project. We assume, however, that the 3-inch broken stone sub-base course is to be filled in accordance with the approved specifications covering this item.

Very truly yours,

Chief Engineer.

fwm-gmj

Noted
SHP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads.
Oregon F.A.27.

POST-OFFICE BUILDING
PORTLAND, OREGON
March 11, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Under date of February 28th. you advised us of the change in type of pavement on Oregon Federal Aid Project No. 27 and stated that blue prints of Sheet 2 of the plans, revised, were being forwarded under separate cover. We have no record of these prints having reached us.

Yours very truly,

C. H. Purcell

District Engineer,

ANSWERED
H. H. Pickett

fwt 3/13

February 28, 1920.

File: P. R. No. 27

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are submitting herewith revised detailed estimate for Federal Aid Project No. 27, together with copies of the supplementary agreement to be entered into with the contractor, covering certain changes in types of construction as previously approved by your office. Blueprints of sheet No. 2 of the plans, upon which are shown the revised typical cross-sections and quantities, are going forward under separate cover.

We believe that the changes in the plans for this project as set forth in the supplementary agreement and as covered in the revised estimate and plans, are in full accord with your recommendations.

As soon as the supplementary agreement is executed by the Highway Commission and the contractor you will be supplied with a certified copy of this agreement.

Very truly yours.

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-EP

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 27

PAVING, SCAPPOOSE-DEER ISLAND SECTION

OF COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

Detailed Estimate to Be used as Basis for Project Agreement
(Based on Contract Prices)

Salem, Oregon, February 19, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| 2,000 | Cu. Yds. | Excavation, No Classification | $ 1.00 | $ 2,000.00 |
| 500 | Lin. Ft. | 6" Porous Drain Tile | .40 | 200.00 |
| 102,070 | Sq. Yds. | Type "B" Pavement, Bitulithic Top | 2.20 | 224,554.00 |
| 9,630 | Cu. Yds. | Broken Stone, Loose Measure | 3.21 | 30,912.30 |
| 8,240 | Cu. Yds. | Crushed Gravel, Loose Measure | 2.74 | 22,577.60 |
| 114,830 | Lin. Ft. | Shoulder Construction | .05 | 4,869.80 |
| | | Sub-total | | $ 287,123.70 |
| | | 10% Eng. & Contg. | | 28,712.37 |
| | | Total | | $ 315,836.07 |

Length of Project - 10.87 Miles
Estimated Cost per Mile $29,055.76

| | |
|---|---|
| Federal Aid Requested | $157,918.04 |
| State Funds Available | 157,918.03 |
| Total | $315,836.07 |

Signed

Herbert Nunn
State Highway Engineer

## —— SUPPLEMENTAL AGREEMENT ——

THIS SUPPLEMENTAL AGREEMENT, made and entered into this _____ day of_____, A. D., 1920, by and between the State of Oregon, through its State Highway Commission, hereinafter called the State, party of the first part, and the Warren Construction Company, a corporation, hereinafter called the contractor, party of the second part, WITNESSETH:

THAT WHEREAS, on the 9th day of September, 1919, the parties hereto entered into a written agreement for the paving of the Scappoose-Deer Island Section of the Columbia River Highway in Columbia County, which said contract bears file No. 201; And,

WHEREAS, it now appears that in the interests of the parties hereto, and for the purpose of making it possible to get better road construction on said highway, the specifications specified and set forth in said contract No. 201 should be modified in the following manner and in the following particulars:

(1) The type of pavement to be constructed shall be changed from Standard Type "E" with Bitulithic Top to Standard Type "D" with Bitulithic Top.

(2) The type "D" pavement shall be constructed in all details in accordance with the specifications for this type of pavement, as given in the original specification and contract form.

(3) A sub-base of broken stone or crushed gravel, upon which to construct the type "D" pavement, shall be laid in accordance with the specifications for such sub-base as given in the original specification and contract form with the following additional provisions:

(a) The sub-base shall be of Broken Stone between engineer's stations 428 and 737, and of crushed gravel between engineer's station 737 and 1001-13.6

(b) The sub-base shall have a minimum compacted thickness of three (3) inches.

(4) A two foot shoulder of broken stone or gravel shall be constructed at each side of the pavement; this shoulder to be constructed in accordance with the Standard Specifications and to be of Broken Stone between engineer's stations 428 and 737, and of Crushed Gravel between engineer's stations 737 and 1001-13.6.

( ) Payment for work done shall be made at the following unit prices:

| | |
|---|---|
| 6" Porous Drain Tile | Forty Cents ($.40) per Lin. Ft. |
| Excavation, No Classification | One Dollar (1.00) per Cu. Yd. |
| Type "D" Pavement | Two Dollars & Twenty Cents (2.20) per Sq. Yd. |
| Broken Stone, Loose Measure | Three Dollars & Twenty-one Cents (3.21) per Cu. Yd. |
| Crushed Gravel, Loose Measure | Two Dollars & Seventy-Four Cents (2.74) per Cu. Yd. |
| Shoulder Construction | Six Cents ($0.06) per lin. Ft. |

It is further agreed and understood that the said original contract No. 201, shall, except as herein modified, remain in full force and effect, and all of the provisions, terms, conditions, and specifications set forth in said original contract, both as effecting the said Warren Construction Company, and as effecting the obligations of the Surety Company on said contract, shall be binding upon all of the said parties, save and accept as herein modified.

EXCEPT

Party of the second part further agrees in consideration of the premises herein set forth to procure the written consent of second party's surety

on said original contract to this modification or supplemental agreement.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

By

_____
Chairman

Attest:

_____
Commissioner

_____
Highway Engineer

_____
Commissioner

Party of the First Part

WARREN CONSTRUCTION COMPANY

By

_____

In the Presence of:

_____

_____

_____

_____

Party of the Second Part

ASSENT OF SURETY

We, _____

_____, surety for the Warren Construction Company in their contract for the paving of the Scappoose-Deer Island Section of the Columbia River Highway in Columbia County, hereby consent to the execution by the Warren Construction Company of the attached contract supplementary to the original contract entered into on the 9th day of September, 1919, and we agree that the execution of this supplementary contract shall in no way act to invalidate our bond covering the original contract.

We further agree to extend our obligation under the original bond to include responsibility for the compliance of the Warren Construction Company with the terms of the said supplementary contract hereto attached.

WITNESS, our hands and seals this____day of_____, A.D., 1920.

_____

_____

_____

Surety

Portland Oregon
Dec 27 - 1919.

Mr Herbert Nunn
State Hy Engineer -
Dear Sir -

Reference to the proposed improvement of the Columbia River Highway, a contract for which was awarded to the Warren Construction Co on Sept 9-1919. Contract No 201.

This is a Federal Aid Project, designated by the Bureau of Public Roads as "Oregon Federal Aid No 27"

Please find attached report from the Bureau of Public Roads, under date of Nov. 10th, signed by A Purcell, District Engineer, which calls attention to the fact that this project will not be approved by the Bureau of Public Roads until a number of changes are made in the proposed method of construction, chief of which is the type of base.

When proposals were sent to Contractor for construction bids, no estimate was made and no quantities were shown for crushed gravel for base. An alternate bid was submitted by the Warren Construction Company based on using Crushed Rock Macadam Base for 5.85 miles and Crushed Gravel Base for

5 miles. This was the low bid and was accepted by the State Highway Commission.

Three bids were received for this work.

I A. Guthrie Co - Concrete #2 - $289,465.00

II Warren Const. Co - Type "E" on crushed rock macadam Base - $239,670.00

III Warren Const Co - Type "E" using Crushed Rock macadam base on 5.85 miles, and Crushed gravel macadam base on 5 miles. (Awarded) $279.515.00

Had the contract be awarded for Type E - on Crushed Rock base (No II as shown above) it would be necessary (to comply with the request of the Bureau of Public Roads for a better base) to increase the estimated quantities for base and shoulder material from 25000 cu yds to 34,400 cu yds and would increase the total $31,960.00 making it $271,630.00. Should the Commission decide to use this type I think the quantities should be increased as recommended by the Bureau of Public Road.

~~The Contractor has submitted no price of .79 per sq yd for a 3" bituminous base which added to the 1.41 per bid for a 2" surface~~ at

I think the type of Pavement best for this job is type "D" - 3" of bituminous base with 2" of bitulithic surface making a 5" bitiminous pavement, to be laid on a base of 3" compact crushed rock or crushed gravel. Mr Wanger, Dist Engineer has taken up with the Contractor the matter of changing from Type E, as awarded, to Type D. You will find his report attached. He has gone into the matter thoroughly and estimates the total construction cost, exclusive of Engineering and Contingencies, to be $280,157.00. I have made a revised estimate for the same type of pavement independent of his figures, which shows a total cost of $280,860.60, which you will note checks his figures very closely.

In Mr Wanger's report you will note that the price of 79¢ per ~~SY~~ yd for 3" bituminous base is on condition that a larger proportion of 2" and 1" rock be used than is called for in our standard specification for bituminous base. The proposed proportions for use will be found in Mr Wangers report. I think the proposed proportions are better and would recommend the change.

While the attached report from the Bureau of Public Roads, does not mention type "D" pavement

I am quite sure, because of having discussed different types of Pavement with their Representations, that they would choose Type D - rather than Type E - on a macadam Base.

I recommend that the price of 79¢ per sq yd for 3" bituminous base, proportions as shown in Mr Wangers report be used, and that Type "D" pavement be used.

Respectfully

C. H. Whitmore

Asst Engr.

Estimate by [redacted] Whitmore
Dec 29-1919

# Revised Estimate of Quantities for Type "D"

| | | | |
|---|---|---|---|
| 6" porous drain tile | 500 lin ft @ | .40 | $200.00 |
| Excavation (no classification) | 2000 cu yds @ | 1.00 | 2000.00 |
| Broken Stone loose measure for base on 5.85 mi - (18 x .3) | 6700 cu yds @ | 3.21 | 19907.00 |
| Broken Stone loose measure for Shoulders - 5.85 mi (4 x .5) | 2340 " " @ | 3.21 | 7511.40 |
| Crushed Gravel (loose measure) for base on 5 mi - (18 x .3.) | 5280 " " @ | 2.74 - | 14467.20 |
| Crushed Gravel (loose measure) for Shlds. 5 mi (4 x .5) | 2000 " " @ | 2.74 = | 5480.00 |
| Type D - Pavement | 102,000 Sq " " | 2.20-22 | 4400.00 |
| Cr. Rock or Gravel Shlds. | 115,000 Cu ft @ | .06 | 6.900.00 |
| | | | $280,860.60 |

Proj. No. 27

Miscellaneous

Scappoose - Deer Island -

November 20, 1919.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

I am in receipt of your letter of November 10, in re Oregon Federal Aid Project No. 27, requesting a modification of specifications.

This letter will be submitted to the State Highway Commission at its next regular meeting on December 20th, for their action, and the department will recommend that the amount of crushed stone be increased or that the type of base be changed.

I note that in your letter you say that crushed gravel base will not be considered and will say that this department has never believed in a crushed gravel base excepting for the lower half and a crushed gravel base was first considered in this department upon the request of Dr. L. I. Hewes, who spoke very favorably of using that type of base on the Salem-Aurora work. It will be eliminated from any future projects which are submitted to your department.

Respectfully yours,

State Highway Engineer.

HH:HI

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT

P.N. #27

**Detailed Estimate to be Used as Basis for Project Agreement**
(Contract Prices for Grading Items Only)

GRADING COW VALLEY-BROGAN SECTION OF THE JOHN DAY RIVER HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, Nov. 17, 1919

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| 44,934 | Cu. Yd. | Common Excavation | .60 | 26,960.40 |
| 7,362 | " | Intermediate Excavation | 1.10 | 8,098.20 |
| 16,230 | " | Solid Rock Excavation | 1.80 | 29,214.00 |
| 10,000 | Yds. Stn. | Overhaul | .06 | 600.00 |
| 1,488 | Lin. Ft. | 12" Culvert Pipe | 2.80 | 4,166.40 |
| 260 | " | 18" Culvert Pipe | 3.60 | 936.00 |
| 404 | " | 24" Culvert Pipe | 5.00 | 2,020.00 |
| 210 | Cu. Yds. | Class "A" Concrete | 30.00 | 6,300.00 |
| 73 | " | Class "C" Concrete | 28.00 | 2,044.00 |
| 11,370 | Lbs. | Metal Reinforcement | .10 | 1,137.00 |
| | | **Bridge at Sta. 438 + 60** | | |
| 1 | Only | 60' Wood Howe Truss Structure | | 2,400.00 |
| 1 | Only | Timber Deflection Wall and Rip Rap for Bank Protection | | 1,500.00 |
| | | Sub-total | | $ 85,376.00 |
| | | 10% Eng. & Cont. | | 8,537.60 |
| | | Total | | $ 93,913.60 |

Length of Project - 9.28 Miles

| | |
|---|---|
| Estimated Cost per Mile | $10,120.00 |
| Federal Aid Funds Requested | $46,956.80 |
| County Funds Available | 10,000.00 |
| State Funds Available | 36,956.80 |
| Total | $93,913.60 |

Signed

STATE HIGHWAY ENGINEER

...OF AGRICULTURE
...OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

...ICE No.

Engineering Post Road
Project No. 27

...NOV 13 1919

November 10, 1919.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

In Re. Oregon Federal Aid No. 27

The plans, specifications and estimates of Oregon Federal Aid project No. 27 have been received.

Before a recommendation for approval can be given we feel that a number of modifications should be made in the proposed construction.

This office has never approved the construction of a crushed gravel macadam base for heavy paving and no specifications were ever submitted for such a type of construction.

In this case the contractor bid on the "New Macadam Base" as specified and as an alternate on new Macadam Base for approximately half the job and Crushed Gravel Macadam for the remainder. Also under the alternate bid gravel is to be used in the bitulithic wearing surface on five miles. On the plans a note is made as follows:

"Dry macadam base. Minimum thickness of old plus new base to be 6 inches."

Also:

"Suitable base material already in place - 4770 cu.yds."

The amount of base material provided in the estimate was there-

#27. Calhoun

fore reduced by you to the extent of this amount and the material now available would therefore be sufficient for a base averaging only five inches in thickness, not taking into account the old macadam or gravel surfacing on a few short sections.

This old macadam is not thought by us to be worthy of consideration as a substitute for the full amount of new base.

All of these matters were brought to the attention of the Chief Engineer of this Bureau at the time we forwarded the project statement, and the approval of the project statement has been withheld until a more satisfactory showing can be made as to the base.

It is not thought that a crushed gravel macadam, even assuming that at least half of the gravel is actually crushed, would be equivalent to a broken stone macadam properly constructed.

In view of these features the following requirements are regarded as essential before this project can be recommended for approval.

1. That a new macadam base be constructed as specified in the standard specifications heretofore approved by this Bureau using crushed stone of the quality therein specified.

2. That the thickness of the base so constructed be not less than six inches, minimum, without any allowance for the existing surfacing which is not really macadam but merely the remnants of old gravel and broken stone patches placed by the county as maintenance. Scarified and reshaped this will make excellent sub-base but it could not be, in our opinion, considered as a part of the base of a heavy pavement. This will require a total of at least 29,000 cu. yds. of broken stone.

3. The new macadam to be placed in two layers as specified and each rolled and filled with broken stone screenings as specified. To be watered if required, as specified.

4. No clay filler or binder to be used and this item to be omitted entirely from the special provisions and the estimates.

Our Chief Engineer has advised against the use of the clay binder stating that it tends to draw moisture from the subgrade through capillary attraction, thereby softens the base course and produces serious failures.

We realize that these requirements will mean additional cost but this is one of the most important boulevards in the State and all sorts of traffic will be encountered. The surfacing is expensive and the base should be equally substantial in quality. A six inch macadam, while perhaps enough over the old sections of road is thinner than good practice would require on the newly graded sections but, in view of the fact that this job has already been contracted for and in view of the light base used on adjacent sections of the highway, we are willing to recommend this project for approval if you will comply with requirements above set forth.

Receipt acknowledged
Dept.

Yours very truly,

District Engineer.

3-29
14.

PORTLAND, Oregon

December 18, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
SALEM.

Dear Sir:-

In regard to the changing of the type of pavement on the Deer Island-Scappoose Section of the Columbia River Highway, the contract for which is now let to the Warren Construction Co. for Type "E" pavement at the following figures:

| | | | | |
|---|---|---|---|---|
| 2000 | cu.yds. | Excavation | @ 1. | 2,000. |
| 500 | lin.ft. | 6" Porous Drain Tile | @ .40 | 200. |
| 13500 | cu.yds. | Broken Stone | @ 3.21 | 43,335. |
| 11500 | " | Crushed Gravel | @ 2.74 | 31,510. |
| 1750 | " | Clay Filler | @ 1. | 1,750. |
| 102000 | sq.yds. | Standard Bitulithic Type E | @ 1.41 | 143,820. |
| 115000 | lin.ft. | Shoulders | @ 6¢ | 6,900. |
| | | | Total | 229,515. |
| | | 10% 1% Contingencies & Engineering | | 22,951.50 |
| | | | Grand Total | $252,466.50 |

To change to Type "D" pavement or black base would require a price on only one item, viz. Bituminous base 3" thick on which the Warren Construction Co. have made me a price of 79¢ per sq.yd. which would make the price for Type "D" pavement (3" base 2" top) $2.20 per sq.yd., an increase in price of 102,000 sq.yds. @ 79¢ or $80,580 on the pavement itself, but we would require only 8100 yds. of broken rock instead of 13,500 yds., a saving of 5400 yds. @ $3.21 or $17,334; also we would require only 6900 cu.yds. of broken

gravel instead of 11,500, a saving of 4600 cu.yds. gravel @ $2.74 or $12,604 -- all other items in the contract would remain the same, hence the actual increase in price on the whole job would be as follows:-

| | | | |
|---|---|---|---|
| Additional Cost 102,000 sq.yds. of base @ 79¢ | | | $80,580. |
| Saving 5400 cu.yds. Crushed Rock @ $3.21 | | 17,334. | |
| " 4600 " Crushed Gravel @ $2.74 | | 12,604. | 29,938. |
| Actual Additional Cost | | | 50,642. |
| Original Contract Price | | | 229,515. |
| Making total cost of Type "D" on 3" sub base of crushed rock and crushed gravel | | | 280,157. |
| 10% Contingencies & Engineering | | | 28,015.70 |
| Grand Total | | | 308,172.70 |

The above figures are based on Type "D" pavement on a 3" crushed rock or gravel base, allowing the Warren Construction Co. to use crushed gravel on the first 5 miles adjoining Scappoose, being the same conditions on which the original contract was let.

Also for your information wish to state that Mr. Hoyt of the Warren Construction Co. said that his price of 79¢ for the Bituminous base was on condition that a larger proportion of 2" and 1" rock could be used than what is called for in the standard specifications for base, otherwise he

would prefer not to lay it, but would be willing in that case to either carry out the original contract or call it null and void if you and the Commission see fit to do so. Personally, I recommend a larger proportion of the larger mineral aggregate as suggested by Mr. Hoyt. I have taken the matter up with Mr. Lazelle and he is of the same opinion and suggest the following proportions for the base, viz:

| | Over | | | |
|---|---|---|---|---|
| 2" | 1" | 10% | to | 25% |
| 1" | ½" | 15% | to | 30% |
| ½" | No.10 | 20% | to | 40% |
| No.10 | No.200 | 20% | to | 30% |
| No.200 | | 3% | to | 5% |
| Asphaltic Cement | | 4% | to | 6% |

which proportions of the mineral aggregate would be complied with by the Warren Construction Co. tho not exactly what they want, particularly in regard to the muck sand which in our opinion is essential and with which I am sure you agree. Dr. Lazelle also informs me that the above proportions would be satisfactory to Mr. McKesson of the Government Service in case of Federal co-operation.

In view of the fact that the hard surface pavement to be laid on this section will have exceedingly heavy traffic to carry and will be laid on an entirely new earth grade, I hope you will think it advisable to recommend the change to the Type "D" pavement, even at the additional cost of $50,000.

Yours very truly,

C. W. Wagner
Asst. Engr.

OC pp. 2766

December 10, 1919.

Union Bridge Company,
55 Argyle Street,
Portland, Oregon.

Gentlemen:

Replying to your phone message of yesterday, in regard to estimate for bridges on the Deer Island - Scappoose Section, beg to advise that voucher in the amount of $5,351.93 is now in the office of the Secretary of State and will be mailed you within a day or so.

The balance amounted to some $6,000.00 for the retained percentage and will be mailed you as soon as the bridges are completed, final inspection is made and the same are accepted. As soon as this work is completed, will you kindly advise this office and we will try to make final inspection at the earliest possible date.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.

By

Bridge Engineer.

OHoC:WCF

FORM 4 11-4-18-2M

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. [illegible]TH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

St. Helens Oregon 10/21/19

OCT 24 1919

Mr Herbert Nunn
State Highway Engineer
Salem Oregon

Dear Sir:—

Work started on Contract 201, Project 27
Deer Island - Scappoose Section on September 25 1919
with the placing of broken stone base near Sta 520.

Yours Truly
E. A. Collier
Res. Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

Engineering - Post Road
Oregon No. 27

November 4, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Special provisions for Oregon Project No. 27 received.

It is noted that reference is made to pages 55 and 56 of the Standard Specifications. Should this not be pages 25 and 26?

Yours very truly,

acting District Engineer.

ANSWERED
S. H. Probert

October 25, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads
Post OfficeBuilding,
Portland, Oregon.

Dear Sir:

We wrote you yesterday stating that we had not received a reply to our letter of October 10th, in regard to the item "Clay or Other Earth Filler", included in our estimate for Federal Aid Project No. 27. We find today, that we received on October 16th your reply to this letter under date of October 14th. This reply was in some manner turned over to another party, and has just come to my attention.

In accordance with the suggestion therein, we have drawn up specifications covering the use of this "Clay or Other Earth Filler", and we are enclosing herewith copies of this specification, together with other Special Provisions to be used supplementary to our Standard Specifications. We are also enclosing copies of the detailed estimate to be used as a basis for the project agreement. The quantities and unit prices shown in this estimate are the same as those upon which the contract was awarded.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP-EM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 27

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.
October 14, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Your letter of October 10 received regarding use of Clay Binder in macadam base, Oregon project No. 27.

Your explanation is noted that clay filler is not intended to be used as a substitute for screenings but a small amount is to be used to aid in compacting. Undoubtedly the use of clay as a binder makes the base compact more quickly and saves rolling, but we doubt whether as good construction will result. A very small amount of clay binder might not be seriously injurious and if it is the opinion of your department that it is beneficial, would suggest that you write a specification stating clearly just how much is to be used and how the base is actually to be constructed and submit as a part of the "Special Provisions" with your P. S. & E. The matter will then be brought to the attention of the Chief Engineer when the papers are forwarded.

Yours very truly,

District Engineer.

ANSWERED
S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 27

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 24, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are in receipt of your letter of October 23 relative to the item of "clay or other earth filler" in connection with Oregon Federal Aid project No. 27. Attached hereto is a copy of a letter written you October 14 in reply to your letter of October 10.

Yours very truly,

C L McKesson

Acting District Engineer.

Noted

461 - Oregon 27

October 14, 1919

OCT 27 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Your letter of October 10 received regarding use of Clay Binder in macadam base, Oregon Project No. 27.

Your explanation is noted that clay filler is not intended to be used as a substitute for screenings but a small amount is to be used to aid in compacting. Undoubtedly the use of clay as a binder makes the base compact more quickly and saves rolling, but we doubt whether as good construction will result. A very small amount of clay binder might not be seriously injurious and if it is the opinion of your department that it is beneficial, would suggest that you write a specification stating clearly just how much is to be used and how the base is actually to be constructed and submit as a part of the "Special Provisions" with your P. S. & E. The matter will then be brought to the attention of the Chief Engineer when the papers are forwarded.

Yours very truly,

clmly

C. H. Purcell

District Engineer.

CLAY OR OTHER EARTH FILLER.

As the material in each course of the macadam base and shoulders is being spread, a small amount of clay orother earth filler shall be added and mixed in uniformly with the base and shoulder materials. The clay or earth filler so used shallcontain no clods, grass roots, or other foreign material. It shall not be wet but it shall contain sufficient moisture to have some binding qualities. The amount of clay or other earth binder to be used shall be approximately seven per cent of the amount of base and shoulder rock with which it is used.

The clay or other earth filler to be used as specified above is in no way intended to take the place of the filler of No. 1 stone and screenings specified on page 55 of the Standard Specifications, the purpose of its use being to provide for a deficiency in the natural binding qualities of the available rock, making the macadam set up quicker and compact more satisfactorily under the roller.

October 23, 1919.

Mr. C. E. Purcell
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

On October 10th, we wrote to you in regard to the item of "Clay or Other Earth Filler" included in our contenct quantities for the Scappoose-Deer Island Section of the Columbia River Highway, Federal Aid Project, Oregon No. 27. A copy of this letter is attached hereto. We have been holding up our plans and estimate for this Project, awaiting your reply to the letter referred to above, but as he have not heard from you, we are today forwarding triplicate copies of the detailed plans for your approval. We will hold our detailed estimate until we hear from you in regard to the Clay or Other Earth Filler item, as we wish to have the proper quantity included in this estimate which is to be used as a basis for Project Agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HK

R.R.#27

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No. 1

In your reply please
Refer to file No._____
481 - Oregon 27

Postoffice Building
Portland, Oregon

Date October 14 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We hereby acknowledge receipt of triplicate copies of Project Statement and supporting papers for proposed Federal Aid post road project in Columbia County, between Scappoose and Deer Island known as Scappoose Deer Island Section of Columbia River Highway. We have given this project our number 27.

Yours very truly,

C. H. Rescue

District Engineer.

S tte Oregon

Project No. 87
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) September 15, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of

State & Federal Cooperative Road Bonding Act Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by

State assumes responsibility for maintenance

1. Local name of road Scappoose—Deer Island Section of Columbia River Highway
2. Located between Scappoose and Deer Island County of Columbia
3. Points of beginning and ending From Scappoose to McBride Hill approximately two miles south of Deer Island
4. Length in miles (gross) 10.85 (net) 10.85

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route None; miles not used as post route 10.85

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

The work proposed to be done under this project will complete the paving of the Columbia River Highway between Portland and Astoria, a total distance of one hundred and six miles, and next to the Pacific Highway, the most important through road in the State.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)

Portion of the Columbia River Highway. Part of main highway program of State

11. Improved roads adjacent or contiguous and type of each Connects at each end with sixteen foot bitulithic pavement

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 150, and (*c*) horse-drawn vehicles 10.

13. Local traffic, approximate average daily number of (*a*) trucks 20, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles 30.

14. Description and present condition of traveled way. Present road is under contract for grading Grading now practically complete

15. Proposed width of surfacing 16'; feet between ditches 30; approximate maximum gradient 6% per cent.

16. Proposed type of construction 2" Standard Bituli thic pavement on Macadam Base

17. Location, nature, and extent of deposits of local materials suitable for use on this project

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State

(State or (and) County)

20. Amount of funds which are will be available for construction: (a) State $126,253.25 and such additional funds as may be required to insure completion of project. From sale of Bonds
(Amount) (Source; refer to statute)

(b) County None
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by State
(State or (and) County)

from the following sources:

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

25. Reconnaissance estimate of cost of project:

Made by _____ Date Sept. 15, 1925.

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 2,000 | Cu. yds. | Excavation, No Classification % Rock | 1 00 | 2,000 00 |
| 102,000 | Sq. yds. | Surfacing of Bitulithic | 1 41 | 143,820 00 |
| 500 | Lin. Ft. | 6" Porous Drain Tile | 40 | 200 00 |
| 10,600 | Cu. Yds. | Broken Stone for Base | 3 21 | 34,026 00 |
| 9,000 | " | Crushed Gravel " " | 2 74 | 24,660 00 |
| 1,750 | " | Clay Filler " " | 1 00 | 1,750 00 |
| 115,000 | Lin. Ft. | Shoulders | 06 | 6,900 00 |
| | | Structures of 20′ span or under | | |
| | | Structures over 20′ span | | |
| | | Other items | | |
| 2,900 | Cu. Yds. | Broken Stone for Shoulders | 3 21 | 9,309 00 |
| 2,150 | " | Crushed Gravel " " | 2 74 | 6,859 00 |

Length, 10.05 miles.
Cost, $ 23,268.80 per mile.

| | |
|---|---|
| Subtotal, | 229,515 00 |
| 10% Engineering and Contingencies, | 22,951 50 |
| Total | $ 252,466 50 |

This estimate approved by:

Herbert J. Lemmon

(Title) State Highway Engineer

26. Amount of Federal aid desired $126,233.25
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses. as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project. State Treasurer of the State of Oregon

29. Additional remarks. State assumes responsibility for patent infringements and royalties.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S. Benson
Chairman
(Title of officer)

By W. H. Thompson
Commissioner
(Title of officer)

By C. H. Marsh
Commissioner
(Title of officer)

Q

3127

# UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

RECEIVED
OCT 9 1919

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

461 - Oregon 27

October 7, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In the estimate with Project Statement for Oregon Project No. 27 there is noted an item of "1750 cu. yds. of clay filler for base $1750." The specifications call for Macadam Base to be bound with No. 1 stone and screenings. If it is intended to bind this base with clay, special provisions will have to be submitted for this kind of work and approval would be very doubtful.

An explanation is requested.

Yours very truly,

C. H. Purcell

District Engineer.

ANSWERED
S. H. Probert

C.H. #27

October 10, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of October 7th referring to the item "Clay Filler" in the project statement estimate recently submitted in connection with the Scappoose-Deer Island Paving, Federal Aid Project No. 27.

While the use of clay filler is not specifically called for in the Specification for Macadam Base, it appears to us that the specification covering the particular item itself covers its use . It is in no manner intended to substitute clay in place of screenings as a filler. We have included it as we do on all State Projects, because it has been our experience that the addition of a small amount of clay very greatly aids in binding and compacting the macadam base as the material sets up much more quickly, making the rolling much more effective. Clay filler is not used, however, unless difficulty is experienced in getting the material to bind up and compact.

If the use of clay in the above described manner appears to you to be objectionable, this practice will not be followed on Federal Aid Jobs, and the quantity of clay estimated for this purpose will be cancelled from our estimate for this particular work. In this connection, however, we would be pleased to be advised as to whether or not you will approve the use of a small percentage of clay filler in the construction of shoulders. Also will it be necessary for us to cancel this item from the quantities given in the contracts for this project, which contracts have already been executed.

We would be pleased to hear from you immediately in this regard as the project plans and detailed estimates for this project are now ready for submission to your office.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM

CONTRACT #204

PR 28 Cairo-Nyssa 1919-1922

204

RECEIVED

FAP 28

August 8, 1944

Oregon FAP 28
Old Oregon Trail

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Building
Portland 8, Oregon

Dear Sir:

We have your letter of August 1, concerning Maintenance Inspection of FAP 28, Old Oregon Trail, Cairo to Hyson Section, on July 24.

Your inspection disclosed that the road ditches were filled with waste irrigation water, almost up to the bituminous surface, and, at one place, such water covered one half of the roadway.

Mr. Stauffer was over this road July 24, at which time there was no water on the surface. During the irrigation season, the ditches have been filled with water, and the only solution we know is to purchase wider right of way and raise the grade, thereby throwing the ditches further away from the road and bringing the surface above the water level.

The condition where water was found at one place over half the roadway was probably the result of a canal break, or poor management by some farmer. Several sections of this road have been raised, in times gone by, but a material improvement will be difficult, short of the solution indicated above.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

MHB
RAB:H
cc
cc: R. A. Collier
Paul Van Gorp

P. S. The road has been this way for 20 yrs.
It is ok.

August 1, 1944

7AP-28

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 28, Old Oregon Trail, Cairo to Hyana Section, was made on July 26.

The report of inspection states that the road ditches were filled with waste irrigation water to a level but slightly below the grade of the bituminous surface, and at one place such water covered one half of the roadway. The latter presents a hazardous condition to say nothing of the damaging effect on the road surface. We assume there is no control over users of irrigation water in this regard or this condition would not be tolerated by your department. However, there must be some way to appeal to these people as respecting highway safety and protection of this public investment.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED

Copy of ltr. to E. G. Dills

RECEIVED
AUG 2 1944
OREGON
STATE HIGHWAY COMMISSION

FORM 8A 10M-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
June 27, 19[illegible].

Mr. Herbert [illegible]unn,
State [illegible]ighway Engineer,
[illegible]lem, Oregon.

Attention [illegible]r. Probert.

[illegible]ear Sir:

[illegible]erewith copy of letter from Mr. Sackett, County Clerk of [illegible]alheur county, which is self explanatory. Will you kindly send Mr. Sackett the desired information.

Very respectfully,

R. H. BALDOCK,

Division Engineer.

By H L Cuse

"CC V

Encl.

RECEIVED
JUN 28 1922

Vale, Oregon,
June 24, 1922.

Mr. A. M. Waldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

RECEIVED
JUN 28 1922

Will you kindly send me a statement of the different contracts, if there was more than one, Porter & Conley had on road work here in Malheur county. Would like to have the estimate on the contracts and the amount of money paid to them in each case.

Thanking you, I am

COPY

Very truly,

H. C. SACKETT,

Clerk.

Mr Probert

I believe you misfiled this letter & only had only one contract in Malheur Co. and that the Cairo-Nyssa Malheur Co. #204

Ans

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

December 1, 1920.

ANSWERED
[illegible]

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project #28.

Gentlemen:-

Herewith is a copy of a maintenance inspection report on above project. This was a very satisfactory gravel surfacing job finished last spring. Evidently maintenance has been seriously neglected and the surfacing is now rough and unsatisfactory.

This emphasizes the necessity of constant maintenance on gravel roads and we trust that you will take immediate steps to have this road put back into good condition. After this is done constant maintenance should be arranged for, as no other method will give satisfactory results.

Yours very truly,

District Engineer.

MAINTENANCE INSPECTION

Oregon
25
1

District Engineer, Portland, Oregon. November 23, 1920.

xxxxxxxxx
xxxxxxxxx
xxxxxxxxxx

John Day Highway, Cairo-Nyssa Bridge

Malheur

November 20, 1920. R. E. Merrick

Highway Engineer.

Inspection made with J. F. Joyce, County Road Supervisor.

Project consists of 9.1 miles of gravel surfacing, completed in May, 1920.

Surface:- Fair; traffic keeps in center of roadway; ruts wide and badly pitted. Fine top is worn through and the bottom of ruts is a succession of small pot holes. Roadway apparently a little narrow for the amount of traffic.

Shoulders:- Good.

Slopes:- Roadway generally on embankment; borrow pits on either side.

Guard Rail:- None.

Bridges, Culverts and Drains:- O. K.

Railroad Crossings:- Vale branch O. K., approach rather steep.
O. S. L. R.R. crossing in Nyssa at depot, poor vision.

Comments:- Considerable heavy traffic from Boise and local Idaho points, also passenger cars.
The County has spent about $150.00 on maintenance. Met tractor and large blade machine going out to smooth up top. Expect to spend $1,000.

Photographs:- None.

(See attached log of road)

## LOG OF ROAD

Approach to Vale branch of O. S. L. R.R. should be less steep on north side.

Miles from north end.

| | |
|---|---|
| 0.4 to 0.6 | Bumpy. |
| 0.6 to 1.0 | Binder was used on this portion; bumpy. |
| 1.4 to 1.9 | Wheel track pitted; bumpy. |
| 2.3 | Pitted. |
| 2.9 to 3.9 | Needs dressing and dragging. |
| 3.9 to 4.9 | Fair; drag. |
| 4.9 to 5.9 | Fair; drag. |
| 5.9 to 6.8 | Pitted. |
| 6.8 to 7.6 | Fair; drag. |
| 8.5 | Railroad in Nyssa. |
| 8.7 | Bridge over Snake River. |
| 8.5 to 8.7 | Sandy; have been hauling sand for main strse in Nyssa over this portion and considerable has been spilled along the way. |

2 1920

August 16, 1920.

File - 28.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are returning to you four copies of the final voucher on the Cairo-Myssa Section, Oregon Federal Aid Project No. 28. In accordance with your suggestion we have dated the voucher to cover the period from May 11th to June 15th.

Very truly yours.

[redacted],
State Highway Engineer.

By

Asst. Highway Engineer.

Dictated by J. W. McSorley.
ET
Enc.

...TES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. F.A.28.

POST OFFICE BUILDING,
PORTLAND, OREG.

August 13, 1920.

State Highway Commission,
Salem,
Ore.

Dear Sirs:-

We return herewith four copies of the final voucher for Oregon Federal Aid No. 28 for the reason that the voucher covers work done for the period from May 11th to May 15th while you have shown engineering items for the full month of May and part of June. We suggest that you make the voucher for the period from May 11th to June 15th in order to include all of the engineering shown. The date of the completion of the contract will not be affected thereby.

In this connection we wish to say that we desire to be advised of the actual date upon which the contractor completes his work on each project. This date need not necessarily coincide with the date of acceptance by the State Highway Department.

Yours very truly,

C. L. McKesson
Acting District Engineer.

August 5, 1920.

File - 28

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of final voucher in the amount of $4,275.98 on the Cairo-Nyssa Section of Oregon Federal Aid Project No. 28

The contract date of completion on the work was April 20, 1920. Extension was granted to the contractor to June 15th, 1920. We quote you herewith extract from the official minutes of the meeting of the Highway Commission called on June 3rd, 1920, as follows:

"The secretary then presented the following request for extension of time, which have been made: Cairo-Nyssa Section, on recommendation of the engineer, an extension of time was granted to June 15th, 1920."

We are also enclosing three copies of each of the following letters: Letter from the contractor requesting an extension of time, letter of the surety company consenting to an extension, and letter from our Division Engineer in recommendation of an extension.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Encs.

August 2, 1920.

Hartford Accident & Indemnity Co.,
Hartford Building,
San Francisco, Calif.

Gentlemen:

We are in receipt of your letter of the 29th ult. making inquiry regarding the Cairo-Hysse Section of the John Day River Highway in Malheur County, your bond $212,872.

This contract was completed and accepted as of May 15, 1920. The total payments to the contractor amount to $67,320.60, all based upon the unit price items of the contract.

Very truly yours,

HERBERT HUNN.
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSousa,
ET

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, July 29, 1920

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Bond #212872 - Porter & Conley
Surfacing on the John Day River
Highway-Cairo-Nyssa Sect. in Malheur
County

This bond guarantees contract #204 for surfacing on the John Day River Highway-Cairo-Nyssa Sect. in Malheur County at a price of $67,209.25. Please advise us whether the contract has been completed and accepted. If so, under what date? Please also advise us as to the total amount paid or to be paid to the contractor.

Very truly yours,

Alfred W. Kilcrease

Asst. Supt. Surety Dept.

AWH:TV

67320.6

RECEIVED
AUG. 3 1920

Form 88

35

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Cow-Valley - Ironside Date May 29, 1920.
Cairo - N 455a

Week from May 22 to May 29-30

Highway John Day - Central Oregon Job Prefixes 23 PA - 23 VG
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Malheur 23 VG about June 6th

Survey will be completed about 23 PA Completed Number in party 7

Camp location 23 VG Ironside
23 PA Ontario

Mail address Ontario Oregon

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Prefix 23 PA Cairo - N 455a
This Job is in the finals will send same in
to Division office about June 8th

23 VG Cow Valley - Ironside
This work will be completed about June 6th
Center line location levels - Topography - and some
Xsections on first 3 miles.

Signed [signature]

Title Res Engineer

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

PR 24

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

February 5, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

On January 31 the Secretary executed the project agreement and certificate to cover Oregon project No. 28. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures.

Filed gwd

leb-ahe

[illegible] State Highway Department

Form P. R. I. 2

State ..... Oregon .....

Project No. ..... 26 .....

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

**APPROVED JULY 11, 1916**

**AMENDED FEBRUARY 28, 1919**

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of December 19 19
the State Highway Commission of Oregon
by and between ..... , constituting
..... ,
for the purpose hereof, the Highway Department of the State of ..... hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 2nd day of September 19 .., a project statement, which was approved by the Secretary on the 9th day of October 19 .., for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 31st day of January, 19 20, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-six thousand, nine hundred and sixty-five and 00/100 ..... dollars ($ 36,965.00 ) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State of Oregon -Sale of Road Bonds under Chapter 175, Laws of 1917 By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the Count..... of .....
By tax levy or bond issue authorized by act of.....(date and citation).

* (*c*) .....

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+0 at W. end of Nyssa Bridge over Snake River and survey station 494+0, 200 ft. N. of S. W. corner Sec. 17, T. 18, S., R. 47 E.W.M. terminal points, a distance of 9.11 miles, known locally as the John Day Highway between Nyssa Bridge and Cairo, Malheur County.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of thirty-six housand, nine hundred and sixty-five and 08/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of seventy-three thousand, nine hundred and thirty and 17/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to~~

~~(Official or depository.)~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the~~ ~~(State or county.)~~ ~~of~~ ~~(Name.)~~

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....
the State Treasurer, Salem, Oregon
.....
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State ..... of
(State or county.)
..... Oregon .....
(Name.)
of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficiemt to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making appropriation and probable amount annually available.)
.....
.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....
.....
.....
(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 31st day of January, 1920.

State Highway Commission of Oregon
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
*Secretary of Agriculture.*

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from survey station 0+0 at W. end of Ryssa Bridge over Snake River to survey station 494+0, 200 ft. N. of S. W. corner Sec. 17, T. 18 S., R. 47 E. W. M., locally known as the John Day Highway between Ryssa Bridge and Cairo, Malheur County, and designated in the records of this Department as Project No. 28, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $75,930.17 as the total estimated cost of said project, and the sum of $36,965.08 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 31st day of January one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

D. F. Houston

*Secretary of Agriculture.*

PR18

January 3, 1920.

Porter & Conley,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

We are advised by our Division Engineer, Mr. Bennett, that your representatives on the graveling job between Cairo and Hyson in Malheur County are of the opinion that material up to two and one-half inches is to be used in the bottom course of the gravel surfacing. The specifications as given on pages 76 and 78 of the Specifications and Contract Agreement for this work are very clear upon this matter and state specifically that no material will be used in either the top or bottom course which exceeds one and one-half inches in diameter. We would request that you advise your superintendent to this effect.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

HHP-MM

C. C. to M. O. Bennett,
C.A. Harrington, &
J. F. Joyce

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. J-1

Oct. 10/19
(Date)

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 28. Cairo-Nyssa Project

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est

RECEIVED
OCT 15 1919

P.R.#24

November 14, 1919.

Porter & Conley,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

I am returning to you herewith a copy of the executed contract for the gravel surfacing on the Cairo-Hyson section of the John Day River Highway in Malheur County.

Yours truly,

Secretary.

RAX:LM
1 Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

451 - Oregon 25

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 24, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are in receipt of a revised estimate for Oregon Federal Aid project No. 25. We note that the length is given as 9 miles, while in the previous estimate the length was given as 9.11 miles. From the plans we compute the length from Sta. 00 to Sta. 494 to be 48,324 feet or 9.15 miles. This result is obtained by deducting 1076 feet for equations. Using this length of 9.15 miles, cost per mile becomes $8,079.80.

Please advise us if we are correct and we will change the figures accordingly.

Yours very truly,

Acting District Engineer.

Curv. Nyssa Project

ANSWERED
S. H. Probert

October 27, 1919.

Mr. C. V. Robinson,
Vale, Oregon.

Dear Sir:

This is to advise you that Job Prefix 23PA has been assigned to cover all engineering and construction charges in connection with the gravelling of the Cairo-Nyssa Section of the John Day River Highway in Malheur County. If you have already made charges in connection with this work, to Prefix 23 YA which was assigned to cover construction engineering only in connection with the County grading between Cairo and Nyssa, we would be pleased to be advised as to the amounts of such charges so that they may be properly transferred to 23PA.

Very truly yours,

HERBERT NASH,
State Highway Engineer.

By

Office Engineer.

SHP-MM

P.R.#28

October 28, 1919.

Mr. C.M.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Attention Mr. C. L. McKesson

Dear Sir:

We have your letter of October 24th, with regard to the mileage of Oregon Federal Aid Project No. 28. We have had the mileage of this section rechecked, using the actual station numbers as shown on the plans, and according to our figures, the length of 9.11 miles as shown upon our first estimate is correct. We are listing below, our computations taking into consideration, the three equations shown upon the plans.

| | | |
|---|---|---|
| 0 plus 00 to 72 plus 85.8 | | 7285.8' |
| Equation 72 plus 85.8 = 84 plus 49.9 | | |
| 84 plus 49.9 to 305 plus 86.1 | | 22,136.2' |
| Equation 305 + 86.1 = 306 + 00 | | |
| 306 plus 00 to 339 plus 00 | | 3,300.0' |
| Equation 339 + 00 = 340 + 00 | | |
| 340 plus 00 to 494 plus 00 | | 15,400.0' |
| Total Distance | | 48,124.0' |

48,124.0' = 9.114 Miles

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SMP-EH

CF 24

October 25, 1918.

Mr. H. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are in receipt of yours of October 21st concerning the bridge at station 2500 on the Cairo-Eyrum Section, to which is also attached a copy of a letter from Mr. Robinson.

We contemplated a wooden structure for this location but judging from the tone of both of your letter and Mr. Robinson's, you have in mind the use of concrete. We write this to ask you to give us a recommendation in this regard.

Yours truly,

[redacted]
State Highway Engineer.

By

Bridge Engineer.

XR:EM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....
481 - Oregon 25

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.
October 20, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are today forwarding to the Director, recommending approval, plans, special provisions and estimate covering Oregon Federal Aid project No. 25.

In your letter of September 16 you requested that the Project Agreement be prepared on the basis of a revised detail estimate, to be submitted after the award of contract. Please furnish us with this estimate at your earliest convenience so that the Project Agreement can be prepared without unnecessary delay.

Yours very truly,

C. H. Purcell

District Engineer.

October 23, 1919.

Mr. G.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are sending you five copies of estimate as basis for Project Agreement on Oregon Federal Aid Project No. 28. This is in accordance with the request in your letter of October 20th.

Very truly yours,

[redacted],
State Highway Engineer,

By

For Office Engineer.

JVD-MH

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT #28

FOR SURFACING THE CAIRO-NYSSA SECTION OF
THE JOHN DAY RIVER HIGHWAY IN MALHEUR COUNTY

Detailed Estimate as Basis for Project Agreement

9 Miles Gravel Surfacing — October 23, 1919.

| Quantity | Unit | Item | Unit Price | Amount |
|---|---|---|---|---|
| 18,900 | Cu. Yds. | Crushed Gravel Surfacing | $ 3.56 | $ 66,928.00 |
| 375 | " | Clay or Other Earth Filler | .75 | 281.25 |
| | | Sub-Total | | $ 67,209.25 |
| | | 10% Eng. & Cont. | | 6,720.92 |
| | | Total | | $ 73,930.17 |

Length in Miles 9.0
Cost per mile $8,214.46
State Funds Available $36,965.09
Federal Funds Requested $36,965.08

Signed

Robt Sloan

STATE HIGHWAY ENGINEER

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Ontario, Ore. Oct 18, 1919

County of Malheur — Week from Oct 12 to Oct 18

Highway John Day — Number in party Two

Section Cairo — Nyssa — Survey will be completed

Camp location Ontario, Ore.

Mail address Ontario, Ore.

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

10/13 Construction Sta. 83 to 108

10/14 to 10/17 Construction Sta. 0+00 to Sta. 19+00

10/18 Construction Sta. 56+00 to 73+00

Culvert work is still going slowly.

Construction has been commenced on the diagonal thru private property.

Signed G. V. Robinson,

Title Transitman in charge

October 14, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of October 9th, referring to bridge at Station 280 on the Oregon Federal Project No. 28. As this bridge must be constructed by Malheur County, we are awaiting receipt from the County Court of Malheur County of a statement to the effect that they will construct this bridge in accordance with plans prepared by this office and approved by your Bureau. This matter was taken up with the County Court some time ago, but as we have not heard from them, we are wiring them today requesting immediate action.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MI

B.F.#24 F.

October 16, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Referring again to the construction of the bridge at Station 280, on Federal Aid Project No. 28, we are enclosing herewith a letter from E. H. Test, County Judge of Malheur County, in which he states that the construction of the bridge will be undertaken by Malheur County, as soon as the plans can be prepared and approved.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM

FORM 4 1000-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

F-10 B.1.#22 F-10

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

OCT 17 1919

Pendleton, Oregon, Oct. 14, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Klein.

Subject: Bridge Cairo-Nyssa.

Dear Sir:

In answer to yours of September 26th, please find attached letter from Judge E. H. Test giving assurance that they will build the bridge in the near future across the Emison waste way of the Owyhee Ditch on the Cairo-Nyssa section.

Under separate cover we are sending vicinity map for this bridge.

Very respectfully,

Division Engineer.

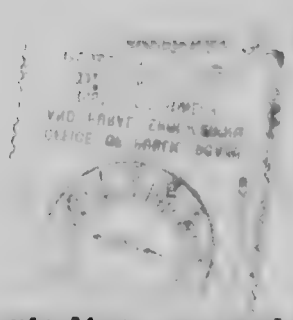
WCC/B

Noted
SHL

Copy for State Highway Department

B-1 October 9, 1919.

Mr. G. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.



Dear Sir:

On October 3, the Secretary of Agriculture approved Oregon project statement No. 88, involving the improvement of 3.1 miles of the John Day Highway in Malheur County at an estimated cost of $61,074.58, and on which Federal aid to the extent of fifty per cent is requested.

Very truly yours,

Chief Engineer.

leb-lhs

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

451 - Oregon 28

October 9, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We wish to advise you that Plans, Specification and Estimate covering Oregon Federal Aid project No. 28 are being held in this office pending receipt of information regarding the reconstruction of the bridge at Sta. 250.

An inspection by one of our engineers reports the existing bridge to be in very poor condition and indicates that Malheur County is willing to construct a new one.

This office should be furnished with a statement that a new bridge will be built. Before work on the bridge is started plans should be submitted to us for approval.

Please give this matter your early attention, as unnecessary delay in construction is caused by your inaction.

Yours very truly,

ANSWERED
S. H. Probert

C. H. Purcell
District Engineer.

FORM 4 10M-9-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Oregon, Oct. 7, 1919.

RECEIVED
OCT 8 1919
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Subject: Bridge Cairo-Nyssa Sec.

Dear Sir:

I have yours of the 26th ult. advising that the Office of Public Roads has declined to approve the project between Cairo and Nyssa unless assurance is given that a new bridge will be built on this project. I have written the County Judge at Vale requesting him to make written statement or resolution that the county will install the bridge without delay. Have also asked Mr. Robinson, resident engineer, to send in vicinity map at once.

Very respectfully,

Division Engineer.

MOB/B

B.N

P.R #28

September 26, 1919.

Mr. Kenneth O. Bennett,
Pendleton, Oregon.

Dear Sir:

The Federal Office of Public Roads has declined to approve the project between Cairo and Hyden unless assurance is given that a new bridge will be built on this project. This bridge is probably the one shown at Station 220 on the profile, although we are not definitely sure of this.

It is understood that it is a bridge between 30 and 40 feet long.

Will you please advise what can be done about this matter so that we can take up the matter further with the Government authorities. All they wish is definite assurance that this bridge will be built in the near future and before the bridge is built, will require that the plans be submitted to them for their approval.

Respectfully,

Secretary.

BAK/HI

FORM 4 1040-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

P.R.T.

# OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 16 1919

Pendleton, Oregon, Sept. 15, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Subject: Cairo-Nyssa estimate.

Dear Sir:

In answer to yours of the 12th I submit the estimate for comparison of bids on the Cairo-Nyssa graveling post road project:

85,419 square yards crushed gravel surfacing
@ 65¢ $55,522.35.
Plus 10 per cent 5,552.23

Total $61,074.58

Length 9.1 miles. Cost per mile $6,711.49.

We arrived at the price of 65¢ per square yard by first figuring the cost per cubic yard of crushed gravel placed on road. We have shown the unit as square yards as this is the method used in project statement.

Your plan to use the old estimate on the Bend-Jefferson County line section is OK.

Very respectfully,

ANSWERED
S. H. Probert

MOB/B

Division Engineer.

September 13, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith Project Statements requesting Federal Aid in connection with the gravelling of a section of the John Day River Highway between Cairo and Kyssa, in Malheur County.

The grading of this section is now being done by Malheur County under the supervision of the State Highway Department, and this grading will be completed within the next three or four weeks. Federal Aid is requested in connection with the gravel surfacing only, and it is proposed to lay a 16' Crushed Gravel surface with an average thickness of 8", loose measure. We are planning to receive bids upon this work at the meeting of the State Highway Commission on December 20th. Bids for this work will be opened in room 1301 Yeon Bldg., Portland, Oregon, at 10 o'clock, A.M., on the date stated.

Very truly yours,

[illegible],
State Highway Engineer.

By [illegible]
Office Engineer.

SM-EM

FORM 6 1500-9-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

44
P.R. #28

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Oregon, Sept. 5, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Subject: Cairo-Nyssa plans.

RECEIVED
SEP 8 - 1919
STATE HIGHWAY ENGINEER

Dear Sir:

Pursuant to my recent letter am sending under separate cover the plans for the Cairo-Nyssa project. These data comprise a 400 foot scale map on detail paper ready to trace, and profile on onion skin paper to match the map.

Have shown typical cross sections in pencil on profile tracing. You may wish to make some changes in same. Have also left title in pencil.

You will please remember that this profile indicates the road as it is to be graded by the county. 6 miles of this grading is completed now, and most of the culverts installed.

Mr. Thompson very much desires to call for bids on this project at the September 20th meeting. This would necessitate Mr. Purcell using the wire in negotiating with the Washington office. However, we might prepare and advertise, then if there was a hold up there would be no damage done. As the project involves the graveling only bidders would not need copies of the map and profile, but could use blue prints of the small project map recently forwarded to you.

Will be in Portland on Monday of next week, and if you desire I will call on Mr. Purcell and urge early action.

Noted
Sept.

Trusting we have supplied all the necessary information and that the above plan of action meets with your approval, I am

Very respectfully,

Marcus O. Bunch

Division Engineer.

MOB/B

FORM 4A 10-7-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Sept. 3, 1919.

SEP 4 - 1919

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Subject: Cairo-Nyssa post road project.

Dear Sir:

We are enclosing herewith project statement and blue print maps in quadruplicate of the Cairo-Nyssa post road project, which is a section of the John Day Highway.

As before mentioned the county is now grading this road preparatory to graveling and has about 6 miles completed. This is the work that Mr. G. V. Robinson is directing. The cooperative work with the government will include surfacing only. Mr. Thompson instructs that we rush this project and call for bids on same at the earliest possible meeting. If you will kindly urge immdeiate action by the Portland office of the Bureau of Public Roads, I believe this will help the situation on.

Within the next few days we will have to you the map, profile, typical cross sections, etc. If Mr. Purcell could be induced to take this up by wire with Washington, D. C., it might be possible for us to open bids at the September 20th meeting. Will keep you advised regarding progress on plans.

Very respectfully,

Manche O. Bennett

MOB/B

Division Engineer.

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT NO. [illegible]

FOR IMPROVING CAIRO-MYRSA SECTION OF THE JOHN DAY RIVER HIGHWAY

MALHEUR COUNTY

Detailed Estimate of Cost

Surfacing - Crushed Gravel
Width - 16', Depth 8" Loose

Salem, Oregon
March 14, 1919.

| Quantity | Description | Unit Price | Amount |
|---|---|---|---|
| 18,300 Cu. Yds | Crushed Gravel Surfacing | $3.00 | $54,900.00 |
| 375 " | Clay or Other Earth Filler | 1.00 | 375.00 |
| | Subtotal | | $55,275.00 |
| | 10% Eng'g. & Cont. | | 5,527.50 |
| | TOTAL | | $ 60,802.50 |

Length of Roadway - 9.11
Cost per Mile - $6,655.28
State Funds Available $31,226.25
Federal Aid Requested $31,226.25

Signed

STATE HIGHWAY ENGINEER.

## SPECIAL PROVISIONS

The following special provisions apply to Federal Aid Post Road Project, Oregon No. 28, known as the Cairo-Nyssa Project, and are supplementary to the Standard Specifications of the Oregon State Highway Department.

GRADING TO BE COMPLETED BY COUNTY:

The construction of the subgrade within the limits of this contract will be completed by Malheur County.

CRUSHED GRAVEL SURFACING:

1. Width and Thickness: The gravel surfacing shall be constructed sixteen (16) feet wide and eight (8) inches loose thickness.

2. Number of Courses and Sizes of Material: The crushed gravel surfacing shall be laid in two courses with an average thickness of four inches each. Both top and bottom courses shall comply as regards sizes and grading with the specifications for "Top Course - Gravel" as given on page 38 of the Standard Specifications.

3. Quality of Materials: All gravel used shall comply with specifications for gravel for waterbound macadam as given on pages 68 and 69 of the Standard Specifications. All oversize material, including boulders, in the pit run material as excavated shall be crushed, with the view of obtaining as large a percentage of crushed material as possible.

4. Hauling, Rolling, Dragging and Sprinkling: All hauling shall, in so far as practicable, be done over the surfacing as it is placed. Rolling and sprinkling will not be required, but the contractor will be required to drag and reshape the surface at frequent intervals during the progress of the work.

5. Gravel Pits: All gravel pits must be secured and developed at the sole expense of the contractor.

6. Measurement & Payment: In his price bid for crushed gravel surfacing the contractor shall include the cost of preparing the sub-grade; furnishing, hauling, spreading, and dragging the gravel surfacing; constructing and finishing up the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory gravel surface.

The quantity of crushed gravel surfacing to be paid for shall be the number of cubic yards, loose measure, of crushed gravel delivered and incorporated in the work.

State Oregon

Project No. 28
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) September 2, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road John Day Highway
2. Located between Cairo and Hyson Bridge County of Malheur
3. Points of beginning and ending Hyson bridge and section corner of Sections 17-18-19-20, Tp. 18 S., R. 47 E.
4. Length in miles (gross) 9.1 (net) 9.1

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route 0.1 ; miles not used as post route 1.0

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)

Part of State highway system, section of John Day Highway. Important local road

11. Improved roads adjacent or contiguous and type of each Ontario to Vale, graveled

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (*a*) trucks 1, (*b*) passenger motor vehicles 9, and (*c*) horse-drawn vehicles 1.

13. Local traffic, approximate average daily number of (*a*) trucks 9, (*b*) passenger motor vehicles 71, and (*c*) horse-drawn vehicles 12.

14. Description and present condition of traveled way Earth road, very rough in places.

15. Proposed width of surfacing 16; feet between ditches 20; approximate maximum gradient 8% per cent.

16. Proposed type of construction Gravel Surfacing 8" Loose Thickness

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel Pits shown on map

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State

(State or (and) County)

20. Amount of funds which are shown available for construction: (a) State $30,537.29 and such additional funds as may be required to insure the completion of the project.

(Amount) (Source; refer to statute)

(b) County

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

(State or (and) County)

from the following sources:

RESOLUTION

22.

Departr

23.

division

24.

used in

Oregon

will

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

25. Reconnaissance estimate of cost of project:

Made by M. O. Bennett, Division Engineer Date September 2, 1919, 191

| Approximate Quantity. | Unit. | Item. | Price. | | Amount. | |
|---|---|---|---|---|---|---|
| | Cu. yds. | Excavation, % Rock | | | | |
| 86,419 | Sq. yds. | Surfacing of Crushed Gravel | | 65 | 55,522 | 35 |
| | | Structures of 20′ span or under | | | | |
| | | Structures over 20′ span | | | | |
| | | Other items | | | | |

Length, 9.1 miles.

Cost, $ 6,711.69 per mile.

| | |
|---|---|
| Subtotal, | 55,522 35 |
| 10% Engineering and Contingencies, | 5,552 23 |
| Total | 61,074 58 |

This estimate approved by:

Herbert J. Thomas

State Highway Engineer
(Title)

26. Amount of Federal aid desired 50%
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses

As work Progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

The grading of this section is now being done by Malheur County under the supervision of the State Highway Department. This project covers gravel surfacing only.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

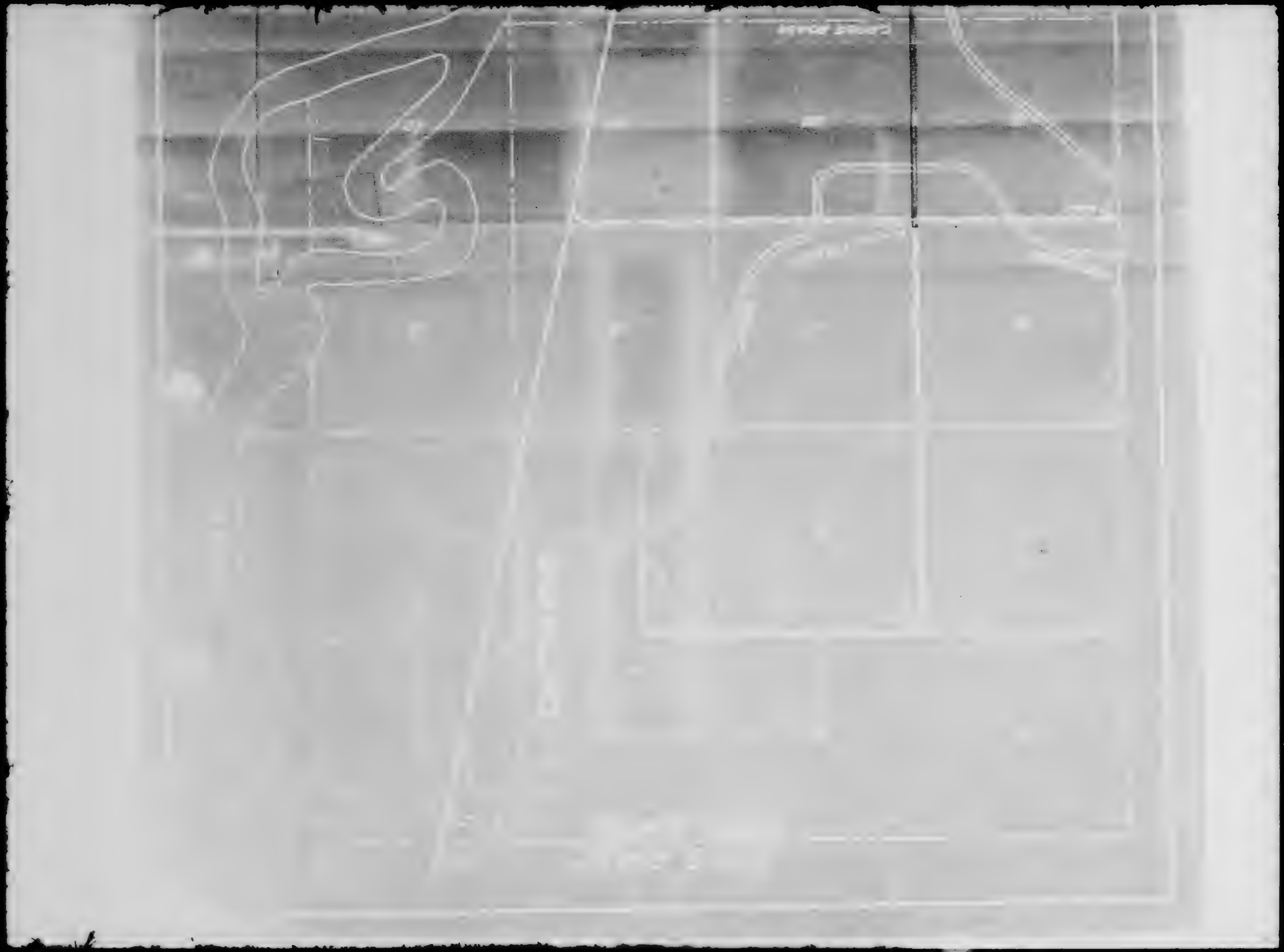
Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department)

By S Benson
(Title of officer) Chairman

By M J Thurman
(Title of officer) Commissioner

By Chas L Sloan
(Title of officer) Commissioner



CONTRACT# 205,
206, 283, 289, 332

PR 35 Rowena-Mosier-Hood River

205, 206, 283, 289, 332 Folder # 3

296
317

Form 30—GM—5-21

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

# EARTH WORK COMPUTATION SHEET

Section Mosier-Rowena Line Sheet No.

Highway Columbia River Computed by Date

County Wasco Checked by Date

| STATION NUMBERS | Ground Elev. | Center Cut or Fill | Grade Elev. | AREAS Cut | AREAS Fill | Distance Station to Station | VOLUMES Excavation | VOLUMES Excavation Sub-totals | VOLUMES Embankment | VOLUMES Embankment Sub-totals | CLASSIFICATION Per cent | Common | Inter. | Rock |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 250+00 | Beginning of Cut | | | | | | | | | | | | | |
| | | | | | | | 494 | | | | 90C 10SR. | 445 | | 49 |
| 252+75 | | | | | | | | | | | | | | |
| | | | | | | | 359 | | | | 60C 40SR | 216 | | 143 |
| 254+00 | | | | | | | | | | | | | | |
| | | | | | | | 196 | | | | 30C 70SR | 59 | | 137 |
| 254+75 | | | | | | | | | | | | | | |
| | | | | | | | 41 | | | | 90C 10SR | 37 | | 4 |
| 255+50 | End of Cut | | | | | | | | Total 1 → | | | 757 | | 333 |
| Embankment ↓ | | | | | | | | | | | | | | |
| 258+10 | Beg. of Cut | | | | | | | | | | | | | |
| | | | | | | | 215 | | | | 90C 10SR | 194 | | 21 |
| 259+75 | | | | | | | | | | | | | | |
| | | | | | | | 394 | | | | 25C 75SR | 98 | | 296 |
| 262+50 | End of Cut. | | | | | | | | | | | | | |
| | | | | | | | | | Total 1 | | | 292 | | 317 |

The Johnson Contract Co.,
Exchange Building,
Portland, Oregon.

April 11th, 1923.

PR*35

Attention E. T. Johnson

Dear Sir:

In looking up the information with which to reply to your letter of April 7th, asking for certain quantities in connection with the Mosier-Rowena work, we find that the station limits given in your letter do not apply to cuts as they exist on the ground, and in one instance the station limits given are almost entirely in fill. We could, of course, give you the exact excavation quantities between the station numbers given in your letter, but I am inclined to believe that that would not be the information which you desire.

We ask, therefore, that you advise us as to whether you desire the exact excavation quantities between the stations mentioned, or whether you desire the quantities in certain cuts which you intended to refer to approximately by the station numbers given.

For your information in this connection, we are enclosing a sketch of the profile from stations 250 to 260.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

SHP:ER

enc.

March 27th, 1923.

Johnson Contract Company,
414 Exchange Building,
Portland, Oregon.

PR #35

Attention Mr. E. T. Johnson

Gentlemen:

We have your letter of March 24th requesting that our records for the Mosier-Rowena grading work be changed so as to show separately those quantities between Stations 223 + 50 and 289 + 80 which were handled by your own forces, and those which were handled by sub-contractor T. Hansen.

After a very careful investigation of all of the records and of all of the correspondence pertaining to the work performed between the above mentioned stations, I find that we have no information from which it is possible to determine the exact yardage moved by either T. Hansen or by your company. It seems to be conceded that the quantities moved subsequent to July 20th, 1920, were moved by your company and not by Hansen, but the best information we have as to the quantities moved prior or subsequent to that date is that given in the monthly estimates, and that, admittedly, is only roughly approximate. The monthly estimate covering work done to July 25th, 1920, shows only 4,145 cubic yards of common excavation and no overhaul. I do not believe that anyone contends that that is all that Hansen is entitled to payment for, and we could not go on record as saying that 4,145 cubic yards of excavation was much more than a guess at the quantities moved by Hanson.

In view of the above conditions, we cannot correct our records to show separately the quantities moved by T. Hanson and the quantities moved by your company. We can, however, say that our letter of December 28th, 1921, stating that T. Hanson is entitled to payment for 5,213 cubic yards of Common Excavation, 2,176 cubic yards of Solid Rock Excavation and 1,120 yard stations of Overhaul, is in error, and that these quantities include quantities which were moved by your company and for which T. Hanson is not entitled to payment. The records of the State Highway Department do not prove that T. Hanson is entitled to payment for more than 4,145 cubic yards of Common Excavation. On the other hand, the records of the State Highway Department do not prove that he is not entitled to payment for quantities quite materially in excess of 4,145 cubic yards of Common Excavation.

Mr. Skulason, Attorney for T. Hanson, in presenting our letter of December 28th, 1921, as evidence in court, neglected to include subsequent correspondence in which he was informed that the quantities given in that letter included quantities moved by the Johnson Contract Company as well as quantities moved by T. Hanson. For your information in this connection, I am enclosing copies of all of our correspondence with Mr. Skulason. We hope that you will be able to make use of the information contained in this correspondence.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer .

SHP:AP
Enclosures.

E. T. JOHNSON, PRES. AND TREAS. PHONE BROADWAY 7464 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

414 EXCHANGE BLDG., PORTLAND, ORE.

SKILL INTEGRITY AND RESPONSIBILITY

PR #35

PORTLAND, OREGON, 3/24/27

Mr. S.H. Probert, Office Engr.
Salem, Oregon
Dear Sir:-

What I wrote to say to you today I concluded I had better put in writing, so you would have it before you.

I understand Mr. Gray wrote you about how the Losier-Powers estimate was mixed, in the distribution of the rock.

Mr. Gray considered up to the end, between 22+50 - 23+80 the name of Hanson. On the line above he had ourselves between 23+50-24+70. This left 247 Cyds. Common.

The facts are that Hanson left, by mutual agreement on July 20th. He did not move to the [illegible] and we did it after he left, covering in August.

Also Hanson's attorney received a letter from you signed "Holmes Hunt, Highway Engr. by S.H. Probert, Office Engr." stating that Hanson "is entitled to 5417 Cyds. Common, 2170 Cyds. Solid Rock, 1170 Cyds. Overhaul" but was against us for the money, on the basis of $1.50 per Cyd. for the rock, as he had no price in the contract. All the evidence he had was your letter and the fact of one bid the whole amount. A verdict of for Hanson, in addition to us holding over $[illegible], plus [illegible] against us for over $2000.00 on the strength of your letter, which the judge permitted Hanson's lawyer to read to the jury, as it was free of all technicality.

I see Mr. Hunt had [illegible] he would have no record in the office concerning Mr. Gray's letter but you had it. All work done after Aug. 1st, between 23+50 - 24+70 covered by entries in the Hanson note, as per [illegible]. The rock between [illegible] have put on memo of the 417 Cyds. of common. All the balance of common and the overhaul belongs to Hanson.

We have not looked the case up to see if in any way it might be the record correct. I do not see how [illegible] it.

Respectfully,
Johnson Contract Co.
By E.T. Johnson
E.T. Johnson

ANSWERED
S. H. Probert

Johnson Contract Co.,
414 Exchange Bldg.,
Portland, Oregon.

March 31st, 1923.

Attention Mr. E. T. Johnson

PR #35

Dear Sir:

In reply to your letter of March 29th, in further regard to the T. Hansen subcontract on the Mosier-Rowena work, we can only repeat what, in effect, was said in our last letter, that being, that this Department can make no change in its records to show subdivisions of quantities which it cannot accurately support.

While you refer to the change which you desire to have made, as a "Correction of records", you are virtually asking us to officially issue a final estimate of the quantities moved by T. Hansen under his subcontract when we have no accurate information from which to prepare such an estimate, and, further, you are asking us to use in such an estimate, figures which all who are familiar with the situation must admit are, in all probability, materially below the correct figures for the quantities actually moved by Hansen.

We appreciate the fact that the decision of the Court in the suit against you was entirely unfair, and we will do anything that we legitimately can to assist you in getting the decision reversed. We will not, however, offer as official record any information which we do not know to be true, and, especially, information which we have reason to believe is not true.

The only change we can make in our records will be to show in the final estimate in the column headed "Names of sub-contractors or other party performing work", and on the line for the section from Station 223/50 to Station 289/80, the name of the Johnson Contract Company in addition to the name T. Hanson, which now appears there. This change will be made.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:ER

BROADWAY 7464

H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

## GENERAL CONTRACTORS

414 EXCHANGE BLDG., PORTLAND, ORE.

SKILL INTEGRITY AND RESPONSIBILITY

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

PORTLAND, OREGON. 3/29/23

Mr. S.H.Probert,Office Engr.
Salem,Oregon
Dear Sir:-

I know you could not tell what was done by Hanson and what by us,but the record can be corrected in this far.You know from Mr. Gray's letter that Hanson quit on July 20th. by mutual consent.There was no dispute in regard to that,bot he and our man Mr. Brooke testified to that and his attorney verified it to me by Hanson's time book.

Now,we did not start until some time in August. We did not ~~ke~~ keep the date for it was immaterial and it was just one gang working out the same camp with other gangs. I notice that the August 10th. estimate was the same as July 25th,If you changed the rock from after the August 10th. estimate to our line,inasmuch as you know we did it,that would come as near correcting the record as you can correct it.We know he owes us considerable money,but never had any thought of trying to collect it.Probably we should have brought suit against him,but there would not have been any suit had it not been for the error in recording the work and that followed by your letter to an attorney who saw a chance.

Respectfully

Johnson Contract Co.
by E.T.Johnson
E.T.Johnson

ANSWERED
S. H. Probert

Box 776 Baker

Oregon

February 12 1923

DU FEB 13 1923

QR#35

Mr Herbert Nunn
State Highway Engineer
Salem Oregon.

Attention S.H.Probert & C.H.Whitmore

Dear Sir,

Please be referred to the contract 33PB of the Johnson Contract Co between Mosier and Rowena, the work upon which you recently called me to Portland as a witness.

According to the testimony of the other witnesses, brought out at trial of the suit brought by Thos.Hanson against the Johnson Contract Co the Johnson Contract Co, in May 1920, sublet the work from Sta 221-293 to Thos.Hanson, and on July 20 1920 Hanson quit by mutual agreement, and it was also agreed between them that the Johnson Contract Co would finish the job for themselves, instead of charging the cost up to Hanson, which would have been the usual procedure.

Shortly after, Hanson was paid off in full for what he did upon his own figures, and the Johnson Contract Co then did practically all the rock work between those stas for themselves. All the common excavation between those stas, except 997 yds belongs to Hanson, and there is no dispute on this point; all this we find from the testimony of the witnesses upon both sides. I, not being informed at that time of some of these details assigned Hanson's name to that division of the work throughout the entire job, but the records should, after May 20, show all additional estimate on that section to the credit of the Johnson Contract Co, in spite of what may be contained in the letters signed Herbert Nunn, State Highway Eng, by S.H.Probert, Office Eng.

I mention these things, after hearing all the testimony in the case,

because a chuckle-headed jury did not have brains enough to see this, but allowed a smooth tongued lawyer to make them believe that I said things that I did not say, and to clear up, the records.

Respectfully yours

Ulric R. Grey

Resident Engineer.

CLARK, MIDDLETON, CLARK & SKULASON
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

ALFRED E. CLARK
JOHN H. MIDDLETON
MALCOLM H. CLARK
BARDI G. SKULASON
JOHN S. MIDDLETON

REFERRED TO
R a K
BY H. N.
Answered HN

January 2nd, 1923.

REFERRED TO
Portland
BY H. N.

Pf 3/1

JAN 3 1923
STATE HIGHWAY ENGINEER

State Highway Engineer,
Salem,
Oregon.

Dear Sir:

We wish to take the deposition of someone in your office who can testify to the correctness of the final estimates issued under contract No. 205, job 33P.D., ~~Chattel~~ Aid Project No. 35, the Johnson Company being the contractor, and the work that we are interest in having been performed by Mr. Thomas Hanson.

We have the final estimates issued from your office but wish to use them in evidence of the trial of the case now pending between Hanson and the Johnson contract people.

Please let us know the name of the person in your office who could certify and verify these estimates, and also kindly give us the name of a notary before whom the testimony could be taken, and the office of such notary.

Yours very truly,

BGS/G

B. G. Skulason

Mosier - Rowena Jct.

HN

This is the man who will be in to see you Saturday. RAK.

November 2,1932

The Ashton Casualty & Surety Co.,
McClanahan, Bates & Lively, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 382 for the construction of Hood River-Mosier Section of the Columbia River Highway consisting of 10.55 miles of paving has been completed by the contractor, A.D.Mann and that final settlement will be made by the State with said contractor for work done under said contract on or about the 4th day of November 1932.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contract.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary.

JM

FORM 5A 5M-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

55PB - Retained Percentage
File 80.

The Dalles, Ore., Oct. 18, 1922.

RECEIVED
OCT 19 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On December 13, 1921, we requested your office to retain $1,000.00 on Contract No. 332, being the paving of the Hood River-Marsh Pit Section of the Columbia River Highway. This money was retained until some fences had been straightened up and painted and parapet walls repaired and a general clean-up of the camp site and paving plant site at Mosier was done, it being desired that all discarded equipment, etc., also be removed. All this work noted above has now been taken care of to our satisfaction, and it is our request that the $1,000.00 retained now be released for payment to the A. D. Kern Company.

Yours truly,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

AHA:kl

10/20/22
Final Started

PR
35/

September 30, 1922.

Mr. G. B. Kokles, Manager
U. S. Fidelity & Guaranty Co.,
Chamber of Commerce Bldg.,
Portland, Oregon.

Dear Sir:

In answer to yours of September 29th relative to Elliott & Scoggins contract No. 289, would advise that the Field Engineer's figures on this job approximate $115,000. Using these figures as a basis there is approximately $23,000 due Elliott & Scoggins at this time including retained percentage.

These are our Field Engineer's figures and are subject to check in this office, but we presume that the final figures will show no material difference.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary.

BAK LC

Capital in Cash $4,500,000.

# United States Fidelity and Guaranty Company

G. B. ECKLES
MANAGER
ROOM 312 CHAMBER OF COMMERCE BLDG
PHONE: BROADWAY 1755

PORTLAND, ORE.
September
29th
1 9 2 2

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In Re: ELLIOTT & SCOGGINS. Contract #283

In your letter of September 27th you do not give me quite all the information that I would like to have before we decide whether or not we would care to consent to the assignment to Mr. Paquet.

I would like to know as nearly as possible what the full amount is that the State has paid, or that the State will eventually pay, Elliott & Scoggins on this contract. I understand that the work has been completed, consequently if the final estimate has been turned in by the field engineer, the information I ask for should be available. However, if the exact figures are not available will you kindly give me an estimate what the contract price will total.

Yours very truly,

G. B. Eckles
MANAGER

GBE:CN

RECEIVED
SEP 30 1922
OREGON
STATE HIGHWAY COMMISSION

August 1, 1922

Mr. Ernest C. Smith,
Hood River, Ore.

Dear Sir:

Your letter under date of July 29th addressed to the State Highway Commission advising that you have filed a claim against the Johnson Contract Company for damages on account of personal injuries to a child caused, as alleged, through the negligent prosecution of the work, has been handed to me for reply.

It has not been the policy of the Commission to withhold final settlement on its contracts or withhold the retained percentage where there are unliquidated claims or disputed claims, but we do require the contractor's surety to give written consent that final settlement may be made notwithstanding the existing or outstanding claims, and I take it that the same policy will be pursued in dealing with the Johnson Contract Company.

Yours very truly,

JMD:AAP

Assistant Attorney General.

May 16, 1922

American Surety Company,
Yeon Bld'g.,
Portland, Ore.

Gentlemen:

This is to acknowledge your letter of the 5th to which was attached a copy of your letter of the same date addressed to Mr. Klein relative to the bond given by A. D. Kern in connection with the construction of Unit No. 3, Hood River-Mosier Section of the Columbia River Highway, and a copy of your letter addressed to Mr. Klein under the same date relative to the bond given in connection with the contract with A. D. Kern for the grading of the Rowena-Dalles Section of the Columbia River Highway.

I am advised by Mr. Klein that not all of the difference between the amount stated in the contract and the amount ultimately paid for work done is chargeable to force account, but that only of that difference, the sum of $2,011.24 on the Hood River-Mosier job and $2,046.28 on the Rowena Dalles job, is chargeable to force account, and it is my understanding that the Commission has not been holding the Surety Companies responsible for claims for labor or material where the work has been done force account.

Trusting this will answer your inquiry, I am

Yours very truly,

JMD:AAP

Assistant Attorney General.

May 17, 1922

Hon. Percy A. Cupper,
State Engineer,
Salem, Oregon.

Dear Sir:

Relative to the question of the payment of fees by the State Highway Commission for filing of an application for permit to appropriate water will say that this matter has been referred to me and it is my opinion that no fee should be paid by the Commission.

In doing this the Highway Commission is merely the agent of the State and as such the payment of a fee by the Commission would merely entail needless record of a transaction in which state funds are simply transferred from one account to another. The legislature has, at various times, passed acts to do away with the necessity of such payments for filing state records, such as deeds, plats, pleadings in actions, etc., and while these do not specifically mention your office it is fair inference, in view of the language the Court has used in deciding matters arising under these statutes, that no fee should be exacted in the case under discussion.

Yours very truly,

WHS:AAP

Assistant Attorney General.

Home Office Building

# American Surety Company

F. W. Lafrentz, President. of New York.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

JOHN K. KOLLOCK, ATTORNEY

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

500-501 YEON BUILDING

TELEPHONE MARSHALL 1995

PORTLAND, ORE.,
May 5, 1922.

Re: State Highway Contract. (B.#28088-A)
A. D. KERN. Const. Unit No. 3, Hood River-Mosier Sec.
Columbia River Highway. 1-7-19

---

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

In March, you very kindly informed us that the amount paid on the contract above mentioned was $210,017.14. The original contract price was $131,227.96.

I would thank you very kindly to advise me whether the excess may be considered as part of the contract price or whether the additional is to be considered as force account. If either or both is true, kindly give me the amount which may be considered as part of the contract and the amount which you carry as force account work.

Very truly yours,

WJL-s

Manager.

Force Account — $ 9,916.29
Adjustment charges — 21,177.29
} Initial 4/20/21.

Home Office Building

# American Surety Company

F. W. Lafrentz, President of New York.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY
WM. C. BRISTOL, COUNSEL
JOHN K. KOLLOCK, ATTORNEY
ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER
IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501 YEON BUILDING
TELEPHONE MARSHALL 1995

PORTLAND, ORE.,
May 5, 1922.

Re: State Highway Contract No. 206 (B.#208652-A)
A. D. KERN. Grading, Rowena-The Dalles Sec. of the
Columbia River Highway in Wasco Co. 10-7-19.

---

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

In March, you very kindly informed us that the amount paid on the contract above mentioned was $94,483.11. The original contract price was $76,425.00.

I would thank you very kindly to advise me whether the excess may be considered as part of the contract price or whether the additional is to be considered as force account. If either or both is true, kindly give me the amount which may be considered as part of the contract and the amount which you carry as force account work.

Very truly yours,

Manager.

WJL-S

Force Account—— $2.096.28

May 6th, 1922.

American Surety Company of New York,
c/o Mr. Wm. J. Lyons, Resident Agent,
600-601 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

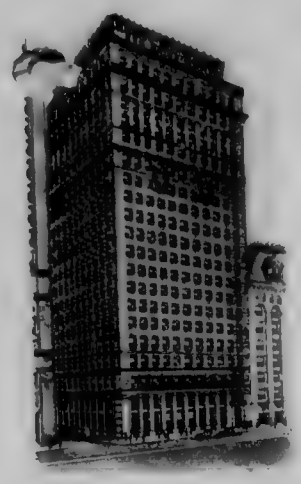
In response to your letters of yesterday relative to the amount of money paid for force account work on two of A. D. Korn's contracts with us, I can advise as follows.

For the grading of the Rowena - The Dalles Section, $2,096.28 of the total amount $94,493.11 was paid for force account work and for this work on Unit No.3 of the Hood River - Mosier Section, $9,916.29 of the total amount $210,017.14 was paid.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION.

by
Secretary.

Dict.by H.T.Saunders.



Company's Home Office Building.

# American Surety Company
## of New York.

Capital $5,000,000.

F. W. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

PORTLAND, ORE., May 5, 1922.

Re: State Highway Contract. (B.#28088-A)
A. D. KERN. Const. Unit No. 3, Hood River-Mosier Sec.
Columbia River Highway. 1-7-19

---

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

In March, you very kindly informed us that the amount paid on the contract above mentioned was $210,017.14. The original contract price was $131,227.96.

I would thank you very kindly to advise me whether the excess may be considered as part of the contract price or whether the additional is to be considered as force account. If either or both is true, kindly give me the amount which may be considered as part of the contract and the amount which you carry as force account work.

Very truly yours,

Manager.

WJL-s

May 2, 1922

Mr. S. Murray,
Assistant Chief Engineer,
O. W. R. R. & N. Company,
1306 Wells Fargo Building,
Portland, Oregon.

Dear Sir:

Your letter under date of April 29th, file 126-65-4, regarding the highway slopes at mile posts 67¼ and 68 in Hood River County, is noted.

The highway roadbed at the points mentioned is not entirely in solid rock, there being sections where the roadbed was benched in near the top of the talus slopes which extend almost to the railroad tracks. The highway roadbed was constructed entirely in excavation but any disturbances of materials at the toe which would result in slopes steeper than 1:1 would cause a raveling that would eventually undermine the highway roadbed.

Raveling of slopes subsequent to your company's steam shovel operations in the spring of 1918 is adequate proof of this condition.

At mile post 67¼ there was, prior to our recent policing operations, approximately 2600 cubic yards and at mile post 68 approximately 4000 cubic yards beyond the angle of natural repose of the materials, which if removed without steepening the slopes beyond 1:1 would not damage the highway roadbed. However, since this could not be accomplished by usual steam shovel methods and since the slopes are now at rest and the department has expended substantial sums in removing surplus materials at the base of said slopes, it could not recommend releasing the railroad from damage that is bound to result from unnatural slopes.

The department would not oppose the removal of such materials to such slopes as would not jeopardize the highway roadbed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

STANDARD
8-20-5000

FORM 3010

File No. 126-83-A

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

April 29th, 1922

RECEIVED
MAY 1 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Under date April 27th, the General Superintendent writes me in regard to the possibility of excavating material at Mile Posts 67-1/4 and 68, just West of the Twin Tunnels between Hood River and Mosier, as follows:

"Will you please ascertain from the State Highway Department in writing whether the highway at Mile Post 67¼ and 68 is constructed on solid rock, and whether removal of the material which was dumped on our right of way at the time highway was constructed would, in any way, jeopardize the highway? Statement has been made to me that the highway at these two points is constructed on solid rock, and if such is a fact there is no reason why we cannot go in and excavate the loose material lying below the highway and between our track and the highway.

"Will you please take this matter up promptly and advise whether statement is correct, i.e., as to the highway being built on solid rock, and ask the Highway Department if they will release us from damage to the highway in the event we excavate this loose material? The matter should be handled promptly as we would like to use the material for making fill for Hood River pass ing track."

Will you please enable me to reply to this letter?

Yours truly,

S Murray

A. D. KERN
LUMBER EXCHANGE BUILDING
PORTLAND, OREGON

TELEPHONE
MARSHALL 5[illegible]

PR 3-1

Mosier.Oregon. April 14.1921.

Mr Collier,

Resident Engineer,

Mosier.Oregon.

Dear Sir,

A few days ago Mr Stevenson informed the writer that the State had 6½ cords of wood located near the Hood River-Mosier tunnel and that we could purchase same at $7.00 cord. Please be advised that we will purchase at that price.

Yours very truly,

A.D.Kern.

By R. Harding.

FEB 8 1922

33PB4 - Guard Fence.
File 47.

The Dalles, Ore., April 4, 1922.

A. D. Kern Company,
519 Lmbr. Ex. Bldg.,
Portland, Oregon.

Attention Mr. C. E. Kibbe.

Dear Sirs:

On your paving contract between Hood River and Marsh Pit $1,000.00 was held back from the final estimate to provide for completion of the fencing and painting. Weather conditions are suitable now for completion of this work, and it will be appreciated if you will arrange to get in touch with your sub-contractor and have him get onto this work and complete it so that your final can be filed and final payments made.

Also as your sub-contractor has the contract for fencing on the Hauser Contract between Marsh Pit and The Dalles, the fencing should be completed and painted between Rowena and The Dalles.

I expect to go up to Condon about the 10th or 11th and would like to meet you at Arlington or at Condon on that date and go over the Condon-North project and settle the matter of procedure on the fencing seasons work, and repairs on last seasons work.

Yours truly,

J. H. Scott,
Division Engineer.

JHS:kl

cc. Salem

State Highway Department
Oregon

RECEIVED
MAR 10 1922
OREGON
COMMISSION

FEB 28 1922

Mr. L. I. Nash,
Deputy Chief Engineer,
606 Mills Building,
San Francisco, California.

Dear Sir;

As requested in your letter of December 14, we have recommended that the project agreement on Oregon Federal Aid project No. 25 be amended, increasing the total estimated cost from $260,000.00 to $350,000.00.

The project agreement is prepared providing for the increase in Federal Aid.

Very truly yours,

Chief Engineer.

lgb-mlv

PR 3/1

February 18, 1922

Hon. A. C. Spencer,
General Attorney, U. P. System,
Wells Fargo Bld'g.,
Portland, Oregon.

Dear Sir:

This is to acknowledge your letter of the 16th relative to the claim of the Company in the sum of $563.14, which claim the Company makes against the A. D. Kern Company contract for the removal of timbers and other material near Mosier during the month of November 1920.

I have handed this claim to Mr. Klein, the Secretary, for presentation to the Highway Commission.

Yours very truly,

J. M. Devers

JMD:AAP

Assistant Attorney General.

Form 3550-A

STANDARD
13-21-3000

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
THE SAN FRANCISCO AND PORTLAND STEAMSHIP COMPANY

ARTHUR C. SPENCER,
GENERAL ATTORNEY

CHARLES E. COCHRAN,
ASSISTANT GENERAL ATTORNEY

JOHN F. REILLY,
W. A. ROBBINS,
A. A. MURPHY,
ATTORNEYS

WELLS-FARGO BLDG.,
PORTLAND, OREGON.

RECEIVED
FEB 17 1922
LEGAL DEPARTMENT

Feb.16,1922

Hon.J.M.Devers,
Assistant Attorney General,
Salem,Oregon.

My dear Mr.Devers:

Referring to your letter December 21,1921, returning to us our bill No.10598, in the sum of $563.14 for substitution of the Oregon State Highway Commission as debtor in lieu of A.D.Kern & Company:

We transmit herewith the above bill in duplicate, addressed to the Highway Commission as requested in your letter. We note that the engineer for the Commission has determined to recommend the claim for payment and we assume that in due course voucher will be issued to cover.

Your letter stated that your engineer had recommended the claim for payment, although you felt that the services rendered were out of proportion and difficult to justify when the value of the timbers is considered. Upon receipt of your letter we caused this feature to be fully investigated as we wished to make sure that our claim was in fact reasonable. Our operating officials have reported that we were called upon to furnish this material on short notice and it was necessary for our company to bring in a bridge gang and pick up the material required on account of the fact that it was at a non-agency station. It was therefore necessary to call a work train both to load and unload the material. Nevertheless the Company has only made a charge for the bridge and building labor and the special train service. We have made no charge whatever for the rental of outfits which were necessary in connection with this gang, nor have we made any charge whatever for use of locomotive crane equipment, which was used in loading this material. We are told that if the

expenses actually borne by this Company in connection with the above matter had been included as charges on our bill against the State, the claim would amount to 50% to 60% more than as it now stands. Under the circumstances, our people feel that the claim cannot be further reduced and that the bill as submitted is entirely just to the State.

From the foregoing, we trust that the Commission will approve our claim for payment.

Very truly yours,

a.e. Howell

AAM:G

February 6th, 1922.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

PR #35

Dear Sir:

We refer to your letter of February 2nd making inquiry in regard to whether or not deduction has been made from A. D. Kern's contract No. 332, for 6½ cords of wood left over from the Mosier tunnel job.

This will inform you that deduction for this wood was made on estimate voucher covering work done to July 10th, 1921.

We thank you for your interest in this matter, as deductions of this kind are very easily overlooked unless we are properly notified by the field engineers.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:GMC
CC to H.A. Collier, Nore.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

February 4, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement for Oregon Federal Aid project No. 35 has been executed, increasing the amount of Federal Aid to $300,699.82.

Enclosed herewith is an original copy of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell

District Engineer.

RECEIVED
FEB 7 1922
STATE HIGHWAY ENGINEER

Oregon Project No. 35, Federal Aid Road Act,
July 11, 1916 (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed by the State Highway Commission of Oregon on January 4, 1921, and on November 12, 1921, and signed by the Acting Secretary of Agriculture on December 4, 1920, and on October 31, 1921, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 35; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said project be increased from $269,698.50 to $300,699.82, which is less than fifty per cent of the approved total estimated cost of said project:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of three hundred thousand, six hundred ninety-nine and 82/100 dollars ($300,699.82) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of three hundred thousand, six hundred ninety-nine and 82/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of six hundred ninety-six thousand, ninety-five and 29/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 21st day of December, 1923, and the Secretary of Agriculture on the 20th day of January, 1924.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
ACTING Secretary of Agriculture

(Amendment of Certificates of Approval of Plans, Specifications, and Estimates Exec[illegible]gust 24, 1920, December 4, [illegible] and October 31, 1921, to cover Oregon Federal Aid Project No. 55,

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between the east end of the Hood River Bridge and the town of Rowena locally known as the Columbia River Highway, Hood River to Rowena, Hood River and Wasco Counties and designated in the records of this Department as Project No. 55, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $696,095.23 in addition to the $269,698.58 approved by Certificates of August 24, 1920, December 4, 1920, and October 31, 1921, as the total estimated cost of said project, and the sum of $51,001.24 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 20th day of January one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting Secretary of Agriculture.

February 1st, 1922.

Aetna Casualty and Surety Co.,
C/o McCarger, Bates & Lively, Resident Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

In reply to your letter of January 30th, relative to the final estimate on the A. D. Kern contract for the paving of the Hood River to Mosier Section of the Columbia River Highway, I will state that the final figures are $393,171.69. However $2,000.00 of this amount is being retained until Spring when a small amount of work still necessary to complete the project may be done.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

RAK:HS

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD CONNECTICUT
MORGAN G. BULKELEY, PRESIDENT.

McCARGAR, BATES & LIVELY,
GENERAL AGENTS,
YEON BUILDING.

PORTLAND, ORE.,
Jan. 30th, 1922.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

In re: A. D. Kern - Contract for paving the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

Dear Sir:-

Further to yours of the 16th will you kindly advise as soon as the exact figures have been estimated that we may properly adjust our records.

Yours very truly,

McCARGAR, BATES & LIVELY.

By G. B. Thatcher

GET:BK

393/17/69.
$100.00 net
99 ft.
St.

JAN 31 1922

January 25th
1922

PR#35

Johnson Contract Company,
414 Lumber Exchange Bldg.,
Portland, Oregon.

Attention - Mr. E. A. Johnson

Gentlemen:

We are in receipt of your letter of January 23rd stating that Mr. Thomas Hansen has commenced suit against you in an effort to collect for the full amount of excavation handled within the limits of his sub-contract on the Rosier-Hansen Section.

We are sorry to have to advise you that we are unable to give you estimate of the quantities actually moved by Mr. Hansen, due to the fact that our Resident Engineer, Mr. Gray, was not informed at the time that Mr. Hansen ceased his operations and was not requested to measure and classify the quantities moved up to that time.

You have copies of our estimates showing the quantities estimated by Mr. Gray on dates of July 25th and August 10th. We would not wish to state, however, that these estimates are accurate or that they closely represent the quantities upon which your final settlement with Mr. Hansen should be based. As you are aware, our monthly estimates are necessarily prepared without actual field measurements and without careful investigation of the classification, and that it is the general policy of the department to have the quantities and classification in these monthly estimates below rather than above the actual quantities and classification handled.

When Mr. Skulason was acting as attorney for Mr. Hansen we had considerable correspondence with him, and in connection therewith we referred the matter to our Resident Engineer, Mr. Gray, who advises us that he is unable to give us an accurate estimate of the quantities for which Mr. Hansen should receive payment.

We are very sorry that we can be of no assistance to you in this matter.

Yours very truly,

[illegible], State Hwy. Eng.,

By

Office Engineer.

MEP:GH
CC to J. H. Scott
CC to U. R. Gray

PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

414 3rd LUMBER EXCHANGE BLDG.

PORTLAND, OREGON.

RECEIVED
JAN 23 1922
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn, Highway Engr.
Salem, Oregon
Dear Sir:-

We had a sub-contractor, Thos. Hanson, at Prosier-Parsons. He went up to do some team work, had good teams, but did not care for rock work and we agreed to pay him for the rock and grubbing whatever it cost. On the 31st. of July he pulled out as most of the dirt work was done and only some rock left. On the 1st. of August we put on a force of rock men and teams to clean up his team work, and we completed the work.

The estimates for July 25th. and August 10th, before we went onto the work, showed no rock done. I think there was a very little for our men went and drilled and shot it, but so little the engineer evidently did not estimate it as the work was not completed. However Herman and Hanson's foreman went over their pay roll and he laid claim to 300. C. expense on rock and grubbing which we allowed.

Now lately he has sent to Salem and secured a copy of the final quantities on the work and has brought suit against us for the full amount of the work done by he and ourselves. I took the monthly estimates over to his attorney, Sinclason, and he had Hansen's time books and Sinclason could see it, but he has taken it to other attorneys and they have commenced suit without asking us anything about it. I presume he will claim the estimate sent him from your office, as there is no other vestage of evidence, and I wish you would send us a letter to offset it stating what work had been done between the stations of 291 - 295, up to August 1st. He moved out July 28th.

Respectfully

Johnson Contract Co.

By E. T. Johnson
E. T. Johnson

ANSWERED
S. H. Probert

Jan. 16, 1922

McCargar, Bates & Lively,
Yeon Bldg.,
Portland, Oregon.

File PR-35

Gentlemen:

Receipt is acknowledged of your letter of the 13th inst. making inquiry regarding contract held by A. D. Kern for paving the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. The final estimate on this work is now being checked and we are now unable to give you the exact figures, but it is estimated that the total value of the work done by the contractors will amount to approximately $394,300.00.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeSouza,

EZM

ENT AND LIABILITY DEPARTMENT
LIFE INSURANCE COMPANY
THE
NA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD CONNECTICUT
MORGAN G. BULKELEY, PRESIDENT.

CARGAR, BATES & LIVELY,
GENERAL AGENTS,
YEON BUILDING.

PORTLAND, ORE.,

Jan. 12th, 1922.

RECEIVED
JAN 14 1922
STATE HIGHWAY ENGINEER

Oregon State Highway Commission,

Salem, Oregon.

In re: A. D. Kern - contract for paving the Hood River-Mosier Section of the Columbia River Hwy.

Dear Sirs:-

We have been informed that this contract was increased something like $60,000.00, over the original contract price of $350,915.00.

Will you be kind enough to advise us as to the correct total and oblige.

Yours very truly,

McCARGAR, BATES & LIVELY.

By N. E. Wood.

HEW:BK

Final Estimate Agreed $394,300.00

January
Twelve
1922

Mr. B. J. Skulason,
403 Platt Bldg.,
Portland, Ore.

PR #35

Dear Sir:

Receipt is acknowledged of your letter of January 11th requesting an explanation of why our monthly estimates covering work done on the Hosier-Rowena Section to July 5th, 1920 and to August 10th, 1920 show no solid rock within the limits of Mr. Thomas Hansen's sub-contract.

In this connection, we have to advise that our monthly estimates being issued at such frequent intervals cannot be based upon actual measurement of completed work and cannot show our final classification of the materials moved. These estimates are as a rule based upon percentages of preliminary estimated quantities as determined by inspection made by our engineers on the date upon which the estimates are closed. In order to avoid possibility of overpayment on these monthly estimates, our engineers are instructed to be conservative both in regard to quantities and classification with a view to having their quantities and classifications lower rather than higher than what the final estimate will show.

Therefore, regardless of what is shown by these monthly estimates, it is possible that some quantities of solid rock were handled by Mr. Hansen, but we have no means of now ascertaining what these quantities may have been.

If at the time Mr. Hanson left the work he had requested our Resident Engineer to measure up and provide him with an accurate estimate of the quantities which he had moved, together with the classification of such quantities, such an estimate would have been furnished him. We are sorry that Mr. Hansen failed to make this request.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By
Office Engineer.

ShP:CHC

SKULASON & RIESLAND
ATTORNEYS AT LAW
403-406 PLATT BLDG.
PORTLAND, OREGON

January 11, 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert

Dear Sir:

This will acknowledge receipt of your two letters of the 4th and 10th inst. in regard to the Thomas Hanson sub-contract matter on the Mosier-Rowena section. I am sorry to be obliged to trouble you once more about this, but Mr. Johnson has brought to me three monthly estimates signed by Mr. Gray, the first one ~~not dated,~~ showing work done to July 25, 1920, and giving 4145 cubic yards of common, but no rock on the section worked on by Hanson, the second for work done to August 10, 1920, giving the same amount of common but no rock, and the third for work done to August 25, 1920, giving 5707 yards of common and 840 yards of rock.

Now it is admitted that Hanson stopped working on or about the 25th of July. The question arises why do not these partial estimates show any rock moved by Hanson before July 25th? Please throw some light on this if you can.

Very truly yours,

B. G. Skulason

BGS/FCC

ANSWERED
S. H. Probert

RECEIVED
JAN 12 1922
STATE HIGHWAY ENGINEER

Jan. 10, 1922

Mr. B. J. Skulason,
403 Platt Bldg.,
Portland, Oregon.

File PR-35

Dear Sir:

Reference is again made to your letter of Dec. 31st making inquiry in regard to the work of Thomas Hansen, under his contract for certain grading work on the Mosier-Bowens Section.

We are today in receipt of a letter from our Resident Engineer, Mr. U. R. Grey, in which he states that he is not positive as to whether any of the cuts within the limits of Mr. Hansen's work were or were not finished by the Johnson Contract Co.

I am very sorry that we are unable to give you definite information in regard to this matter, but as I stated in one of my previous letters we are not in a position to go very thoroughly into the work of sub-contractors, our connection therewith being simply to measure up the work within the limits of the sub-contract, and we have no means of ascertaining positively by what parties the work within those limits was performed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

BHP:ETH

19__

Box 774
Baker Ore
January 9 1922

PR #5

Mr Chas Ivan
Chief Engr Eng
Salem

JAN 11 1922

Attention of H. Pickett

Dear Sir:

Replying to your letter of January 4 in regard to our contract with Lawson on the Powder River job, I beg to say that I could not start painting with the men who did the finishing in the sack out here waiting for him to come up. He is on the way coming and going so much of the time that he is hopelessly behind and unable to get ahead. I am very sorry on account of the delay, but it is impossible to help it.

Yours truly,

Res Engr

SHP:CMB

Office Engineer.

January
Fourth
1 9 2 2

Mr. U. R. Gray,
Box 776,
Baker, Oregon.

PR#35

Dear Sir:

In your final estimate for the grading between Mosier and Rowena you indicated that a total of 2176 cubic yards of solid rock excavation had been allowed by sub-contractor, Thomas Hansen, this in addition to the other quantities estimated to him.

We are today in receipt of a letter from Mr. Hansen's attorney, in which it is stated that the Johnson Contract Company claims that they performed certain finishing work within the limits of Mr. Hansen's sub-contract, and that on this account they are not estimating the full 2176 cubic yards of solid rock to him, but are retaining a part thereof to cover this finishing work. We are unable to find in your records any indication that such finishing work was performed by the Johnson Contract Company, and we would, therefore, be pleased to have you advise us as to whether or not you have any knowledge of such work having been done If such work was done, it will be necessary, also, that we have some estimate of the quantities involved in order that we may advise Mr. Hansen in regard to the quantities of rock upon which he is entitled to payment.

Yours very truly,

HERBERT HUNT,
State Highway Engineer.

By

SHP:GLM

Office Engineer.

Jan. 4, 1922

Mr. B. J. Skulason,
403 Platt Bldg.,
Portland, Oregon.

File

Dear Sir:

We refer to your letter of Dec. 31st making further inquiry in regard to quantities moved by Mr. Thos. Hanson in connection with his sub-contract on the Mosier-Rowena work.

As regards the 997 cubic yards allowed the Johnson Contract Company for work performed by that company within the limits of Mr. Hanson's sub-contract we find that our final records show that Mr. Hanson did backfill a part, but not all, of the 997 cubic yards of excavation made by the Johnson Contract Company. After the excavation had been made by the Johnson Contract Company, the grade line was raised making it necessary to in places backfill the whole of cuts taken out by the Johnson Contract Company, and in other places to partially backfill such cuts. Our records also show that the material used in backfilling was obtained by Mr. Hanson from borrow pits, for the excavation of which payment is included in the 5,213 cubic yards of common excavation allowed to Mr. Hanson as per our previous letter.

As regards the claim of the Johnson Contract Company that certain finishing work was performed by that company in connection with the excavation taken out by Mr. Hanson, we find no indication in our records that this was the case, although on the other hand we cannot state positively that such was not the case. The only way in which we can secure any evidence in regard to this consideration will be to take the matter up with Mr. U. R. Grey, who was Resident Engineer on the work involved. It is possible that Mr. Grey will have some knowledge of the Johnson Contract Company's having performed finishing work as claimed, but it is very doubtful if he will be able to determine accurately the quantities moved. We will, however, write to Mr. Grey and as soon as we receive a reply from him, we will advise you further in this connection.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:MTH

SKULASON & RIESLAND
ATTORNEYS AT LAW
403-408 PLATT BLDG.
PORTLAND, OREGON

B. G. SKULASON
BEN RIESLAND

December 31, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED JAN 3 1922

Attention Mr. Probert

Dear Sir:

I wish to thank you for your favor of yesterday, and for the copy of the final estimate enclosed therewith, purporting to show the quantities moved by Thomas Hanson and others.

Mr. Hanson is now satisfied that he did not do work beyond station 289+80, but two points still remain to be elucidated,--first, as to the 997 cu. yds. allowed to the Johnson Contract Company. As to this Mr. Hanson says that he filled back that quantity, and that he should receive pay for it. In other words, that the 997 cu. yds. should be allowed twice, and Mr. Johnson says the same. Kindly investigate that a little further. Second, as to the 2,176 solid rock. Mr. Johnson and his superintendent claim that Hanson did not move all this rock, but that the Johnson Contract Company finished that work. They also think that your office has the data, showing how much of this was moved by Hanson. Your letter of the 16th of September, as well as that of the 28th inst., and the final estimate all credit the full amount to Hanson. It is quite material for him to know whether or not he is entitled to all of this rock excavation, so kindly let me hear from you as to that at your early convenience.

Yours very truly,

B. G. Skulason

BGS/FOG

ANSWERED
S. H. Probert

December
Thirty
1921.

Mr. B. G. Skulason,
403 Platt Bldg.,
Portland, Oregon.

PR #35

Dear Sir:

We are in receipt of your letter of December 29th making further inquiry in regard to work performed by Mr. Thomas Hanson under his sub-contract with the Johnson Contract Company.

In order that you may have complete information in regard to this matter, we are sending to you herewith a copy of our final detailed estimate covering the work upon which the Johnson Contract Company received payment under their contract for the grading of the Mosier-Rowena Section of the Columbia River Highway. On the back of this estimate sheet you will find noted upon each line the name of the sub-contractor by whom the quantities shown upon that line were handled. We believe that in all other respects the information shown on the estimate sheet is self explanatory.

We might state that we do not check up very closely upon the work handled by the different station gangs, being interested in the work of these gangs only to the extent of supplying the main contractor with information upon which to base his payments to sub-contractors. The station limits of the work of each sub-contractor are in all instances obtained by the Resident Engineer either from the sub-contractors themselves or from the main contractor's superintendent. The State Highway Commission assumes no responsibility in connection therewith, although we are glad to supply either the main contractor or individual sub-contractors with any information in regard to quantities which will assist them in arriving at proper settlements in connection with their sub-contracts.

If we can be of further assistance to you, kindly advise us.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By
Office Engineer.

SH:GCC

SKULASON & RIESLAND
ATTORNEYS AT LAW
403-406 PLATT BLDG.
PORTLAND, OREGON

SKULASON
BEN RIESLAND

December 29, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert

Dear Sir:

Referring to your favor of the 28th inst. regarding the Thomas Hanson sub-contract, I have questioned Mr. Hanson about your statement to the effect that the work between stations 293 and 393 was done by other sub-contractors of the Johnson Contract Company. Mr. Hanson is positive that he did all the work on that 100 stations, as well as on the rest. Would you be kind enough to give me the names of the sub-contractors who it is claimed by the Johnson Contract Company worked on this stretch of 100 stations, and the yardage on that stretch.

Mr. Hanson also disputes the statement that 997 cubic yards were moved by the Johnson Contract Company. You have only the reports as turned in to you to go by, and I am not questioning your conclusions as based on those reports, but according to Mr. Hanson there is something the matter with the records.

Kindly let me hear from you.

Very truly yours,

B G Skulason

BGS/FOC

ANSWERED
S. H. Probert

RECEIVED
DEC 30 1921
STATE HIGHWAY ENGINEER

P 35

December 29, 1921

New Amsterdam Casualty Company,
c/o Clemens, White & Coleman, Agents,
202 Stevens Building,
Portland, Oregon.

265

Gentlemen:

The purpose of this letter is to advise you of the intention of the State Highway Commission to make final payment to the Johnson Contract Company on contract 265, which is more definitely described as the grading of the Mosier-Rowena Section of the Columbia River Highway in Wasco County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

File 136-83 A

# M E M O R A N D U M

Portland, December 16th, 1921.

Meeting held in Assistant Chief Engineer's office this A.M. in regard to conditions at Mile Posts 67 and 67-1/2, between Messrs. Kelley and Scott of the Oregon State Highway Commission and Messrs. H. J. Roberts and Murray.

After discussion of the matter, it was arranged that the Highway would go in at Mile Post 67 and clean off the toe of slopes so that they would be no steeper at the toe than above. The wooden bulkheads to be removed and the rock to be used as far as possible to build up a rock wall three or four feet high, the idea being to clean up the entire job, leave it in presentable shape and to permit slops to remain substantially as they are without steepening them.

At Mile Post 67-1/2 same procedure to be followed. Rock and debris to be removed from behind concrete wall so as to catch material that may come down later. West of concrete wall the rock from the slope is to be piled up as a low rock wall to catch boulders, etc.

After the meeting, Mr. H. A. Roberts came in. Procedure was explained and is satisfactory to him.

S. Murray.

Carbon Copy
Furnished
Mr. C. C. Kelley, Assistant State Highway Engineer,
Salem, Oregon.
Mr. J. H. Scott, Division Highway Engineer, The Dalles.
Mr. H. A. Roberts, Building.
Mr. H. J. Roberts, Office.

December
Twenty-eight
1921

Skulason

Mr. B. G. Scualson,
403 Platt Bldg.,
Portland, Oregon.

PR #35

Dear Sir:

Reference is made to your letter of December 22nd making inquiry in regard to the quantities upon which Mr. Thorne Hanson is entitled to payment in connection with his sub-contract for grading between Stations 221 + 00 and 393 + 00 on the Mosier-Rowena Section.

From the information which we have at hand, it appears that Mr. Hanson's sub-contract terminated at Station 293 + 00 instead of Station 393 + 00 as mentioned in your letter. The work between Stations 293 + 00 and 393 + 00 having, according to our records, been handled by other sub-contractors.

The quantities stated in our letter of September 16 were the total quantities moved between Stations 221 + 00 and 289 + 80 and are likewise the total quantities moved within the limits of Mr. Hanson's sub-contract, the section of highway between Stations 289 + 80 and 293 + 00 being in embankment, for which the contractor receives no separate payment.

For the information of all concerned, I might state that since our letter of September 16 was written, it has developed that of the 6210 cubic yards of common excavation mentioned therein, 997 cubic yards were moved by the Johnson Contract Company prior to the sub-contracting of the work to Mr. Hanson. The final quantities, therefore, upon which Mr. Hanson would be entitled to payment are as follows:

5213 cu. yds. Common Excavation
2176 " " Solid Rock Excavation
1120 yd. sta. Overhaul.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

HHP:CMC

SKULASON & RIESLAND
ATTORNEYS AT LAW
403-408 PLATT BLDG.
PORTLAND, OREGON

December 22, 1921

RECEIVED
DEC 24 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Mr. Thomas Hanson has brought to my office your letter of the 16th of last September, in which you give certain quantities of excavation done by him on the Mosier-Rowena section of the Columbia highway as sub-contractor under the Johnson Contract Company. Your letter gives the stations as 221+00 to 289+80, while the contract between Hanson and the Company described the stations as 221+00 to 393+00. It seems to me that there must be a mistake in your letter, and that you intended to write 389+80, as I believe that was the point at which the work stopped.

Kindly check this up and let me hear from you at your early convenience.

Very truly yours,

B G Skulason

ANSWERED
S. H. Probert

BGS/FOG

December
Twenty-three
1921

Pacific Power & Light Co.,
Sasco Bldg.,
Portland, Oregon.

PR #35

Attention: Geo. P. Boring, Pres.

Dear Sir:

Receipt is acknowledged of your letter of December 21st, making inquiry in regard to your claim for $250.20 covering changes made by you in your pole lines on account of highway construction work between Hosier and Rowena, in Wasco County.

In this connection, we refer you to our letter of July 26th, copy of which is enclosed herewith.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:CHC
Enclosure

# C POWER & LIGHT COMPANY

GASCO BUILDING

PORTLAND, OREGON

RECEIVED
DEC 23 1921
STATE HIGHWAY ENGINEER

OFFICE OF STATE ENGINEER
RECEIVED
DEC 22 1921
SALEM, OREGON.

December 21, 1921.

State Engineering Dept.,
Salem, Oregon.

Gentlemen:-

We were advised by you some months ago that our bill for $850.38 against the Johnson Contract Company covering changes of line near the Dalles would be paid by you and held out of the Johnson Company's settlement. We would like very much to get this account closed if possible before the end of the year and would appreciate very much if you will send us a check or warrant covering this amount.

Yours very truly,

Geo. F. Jewett
TREASURER.

**Respectfully referred to the State Highway Department.**

RED*LB

Answered
S. H. Probart

PR3V

December 20, 1921.

Aetna Casualty & Surety Company,
c/o McCargar, Bates & Lively, Agents,
Yeon Building,
Portland, Oregon.

#332

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to release, at this time, all but 3% of the retained percentage on the A. D. Korn contract for paving the Hood River-Mosier Section of the Columbia River Highway, our contract No. 332.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

December 2, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate to cover Oregon Federal Aid project No. 35 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

J. McCourt

Acting District Engineer.

RECEIVED
DEC 3 1921
STATE HIGHWAY ENGINEER

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed by the State Highway Commission of Oregon on January 4, 1921, and by the Acting Secretary of Agriculture on December 4, 1920, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 35; and

WHEREAS, the said State Highway Commission has requested approval of a revision in the plans and specifications approved for said project to provide for extending the project 6.38 miles in a westerly direction, thereby increasing the length from 8.97 miles to 15.35 miles and to provide for placing on said extension and on 4.14 miles of the original project guard fence, stone shoulders, drain tile, a surfacing of bituminous concrete and minor items of construction incidental thereto not previously provided for, and by reason thereof has requested that the estimate of cost approved for said project be increased from $331,723.97 to $696,095.29, and the Federal funds approved and set aside to the credit of said project be increased from $165,861.98 to $269,698.58:

NOW, THEREFORE: it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications as approved for said project be revised in the manner above recited and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of two hundred sixty-nine thousand six hundred ninety-eight and 58/100 dollars ($269,698.58) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

Article II shall read:

"Article II. The project covered by this agreement includes the following road as described in detail in said surveys, plans and specifications:

Between the east end of the Hood River Bridge and the town of Rowena, terminal points, a distance of 15.35 miles, known locally as the Columbia River Highway, Hood River to Rowena, Hood River and Wasco Counties."

Article IV shall read:

"Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of two hundred sixty-nine thousand, six hundred ninety-eight and 58/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of six hundred ninety-six thousand, ninety-five and 29/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shallmremain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 12th day of Nov. 1921, and the Secretary of Agriculture on the 31st day of October 1921.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

Acting Secretary of Agriculture

(...Approval of P... s, Specifications, and
...August ..., 1920, and December 4, 1920, ... over
Oregon Federal Aid Project No. 35.)

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between the east end of the Hood River Bridge and the town of Rowena locally known as the Columbia River Highway, Hood River to Rowena, Hood River and Wasco Counties and designated in the records of this Department as Project No. 35, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $696,095.29 in addition to the $165,861.98 approved by certificates of Aug. 24, 1920, and Dec. 4, 1920 as the total estimated cost of said project, and the sum of $103,836.60/ as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 31st day of October one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

Acting *Secretary of Agriculture.*

STANDARD
8-20-5000

Form 3010 File No. 126-83-A

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

December 9th, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
DEC 10 1921
HIGHWAY ENGINEER

ATTENTION - Mr. C. C. Kelley

Dear Sir:

Reference discussion with you October 10th and subsequent 'phone conversations in regard to correcting conditions that obtain at Mile Posts 67 and 68 as result of highway construction.

Will you kindly advise if you have now secured sufficient data to further discuss the matter and arrive at some agreement as to what the State can do in respect to removing some of the material.

Yours truly,

S. Murray
R

AGREEMENT

Between

STATE OF OREGON, By OREGON STATE HIGHWAY COMMISSION

COUNTY OF WASCO

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

DATED: _____

Covering removal of slopes at Mile Posts

67¼ and 68

"Agreement not executed. C.C.K. 11

THIS AGREEMENT, Made and entered into this ____ day of October, 1921, by and between the STATE OF OREGON, acting by the OREGON STATE HIGHWAY COMMISSION, party of the first part, hereinafter called the "State," and the COUNTY OF WASCO, a municipal corporation of the State of Oregon, party of the second part, hereinafter called the "County," and OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, party of the third part, hereinafter called the "Railroad,"

W I T N E S S E T H:

WHEREAS, by an agreement dated March 1, 1919, between the Railroad, Walker D.Hines, Director General of Railroads, United States Railroad Administration, and the State, said Railroad licensed and permitted the State to enter upon the property of the Railroad situate in Government Lot One (1), Section Three (3), Township Two (2) North, Range Eleven (11) East, Willamette Meridian, in Wasco County, Oregon, at Mile Post Sixty-eight (68) of the right of way of the Railroad to construct and maintain a rubble masonry wall and timber barricade, on the terms and conditions in said agreement set forth, and

WHEREAS, by an agreement dated April 15, 1919, between Walker D.Hines, Director General of Railroads, United States Railroad Administration, the Railroad,

The Western Union Telegraph Company, the County and the State, the Railroad licensed and permitted the County and the State to enter and construct and maintain at the expense of the County and State, a public highway, upon two certain parcels of land owned by the Railroad, in said agreement more particularly described, one of which is situated in Government Lots Three (3) and Four (4) Section Three (3), Township Two (2) North Range Eleven (11) East, Willamette Meridian, in Wasco County, Oregon, (near Mile Post 67½ of the line of railroad of the Railroad), which said license and permit was given and granted subject to and dependent upon certain conditions in said agreement more particularly set forth, and

WHEREAS, the State and County have constructed the Columbia River Highway adjacent to the line of railway of the Railroad at Mile Posts 67½ and 68, and as a result of such construction a large amount of material was deposited upon the property of the Railroad and between its tracks and the highway, and

WHEREAS, such waste material is lodged against the timber barricades constructed at the toe of the slopes, and the parties desire to permit the State to remove and redeliver to the Railroad the materials in such timber barricades and to eliminate the hazard now

existing to the operation of trains,

NOW THEREFORE, in consideration of the premises and the mutual covenants and agreements of the parties, it is agreed as follows:

1. The Railroad will at the sole cost and expense of the State, to be paid as hereinafter set forth, furnish all necessary labor, materials, tools and equipment for and as the agent of the State will prosecute and carry to completion the following work:

(a) The removal of the excess waste material deposited on the shell rock slopes at Mile Post 67¼, approximately, and at Mile Post 68, of the line of railway of the Railroad, by the construction of the Columbia River Highway, and

(b) The construction, in the location and in accordance with the details shown on print hereto attached (prepared in the office of the Assistant Chief Engineer of the Railroad on August 31, 1921, and marked "A.C.E.14633/34" and by this reference made a part hereof), of a rubble masonry wall connecting with and extending westerly from the existing wall at Mile Post 68 of the right of way of the Railroad.

2. The excess materials to be removed by the Railroad under this contract shall be such an amount thereof as to leave the slope (except southerly from the wall to be constructed under the provisions of Section 1 (b) of this agreement) substantially in the same condition as such slope existed before the construction of the Columbia River Highway was commenced. The wall,

referred to in Section 1 (b) of this contract, is to be constructed to guard the Railroad and the Columbia River Highway from damage by slides and to relieve the State from the necessity of removing as much excess material from the slope southerly from the proposed wall as would otherwise be required, and from said slope at such point there shall be removed only such excess materials as shall be necessary to leave the slope in state of rest behind said wall and with the toe of the slope at a safe distance from the tracks of the Railroad. The amounts of material to be removed hereunder shall be determined by cross sections of the area involved made by or under the direction of the engineers of the Railroad and the Oregon State Highway Commission.

3. It is understood that the materials removed will be hauled by the Railroad to other points on its line of railway to be wasted thereon and in consideration of the benefit to accrue to the Railroad from the use of such material for said purposes, the Railroad agrees to assume and bear the expense of hauling such material from loading point to points where said materials are wasted, and will also assume and bear the entire cost and expense of unloading such materials. The cost of switching cars to and from side or spur tracks to said slopes for the purpose of loading the same shall be deemed

a part of the expense of hauling such material and shall be borne by the Railroad.

4. The State shall bear and pay to the Railroad all other expense arising from or incidental to the performance of the work covered by this agreement exclusive of the cost of hauling and unloading such materials as hereinbefore designated. It is understood that the expense to be borne by the State hereunder shall include the cost of the labor in laying and removing spur or side tracks, if any, at the slopes, the cost of spurring in and out the equipment used by the Railroad for the removal of such materials and the outfit cars utilized for the housing of necessary employes engaged in the performance of said work, if necessary, the fair rental value of steam shovel or ditcher used in loading said materials upon cars and the actual cost, including labor, of operating such equipment in loading such material. As a part of such work to be performed by the Railroad at the expense of the State, will be included the removal and loading upon cars of those portions of the barricades heretofore erected and rendered unnecessary by the operations covered by this contract, the construction of the rubble masonry wall, the restoration and repair of the right of way and ditches of the Railroad and the cleaning and restoration of ballast of the Railroad which is dis-

turbed or becomes fouled with dirt or other material from the operations hereunder.

To such costs shall be added ten per cent (10%) of the amount thereof to cover cost of superintendence, use of small tools, equipment, etc.(exclusive of the steam shovel or ditcher, or other similar equipment) and for other incidental costs incurred by the Railroad incapable of exact ascertainment.

Upon completion by the Railroad of the work and construction required by it to be performed, under this agreement, the Railroad will cause proper bills to be submitted to the Oregon State Highway Commission showing the entire cost of labor and material furnished, used or expended by the Railroad, as the agent of the State, in the prosecution of the work. The State covenants and agrees promptly to pay and reimburse the Railroad for such costs and expense.

5. It is understood that the rain and storms of winter will probably cause slides to occur on said slopes which slides will endanger lives and property, and it is therefore agreed that the prosecution of the work covered by this contract is necessary for the safety of the parties, and that an emergency exists requiring its immediate prosecution, and the Railroad therefore undertakes and agrees promptly to commence the prosecution thereof upon the execution of this contract

and to complete the same with all due dispatch and diligence.

6. It is understood that this contract shall be without prejudice to the rights of any of the parties hereto against the other for any claim or demand heretofore incurred or arising from the construction of said Columbia River Highway or in the erection of said barricades or walls.

IN WITNESS WHEREOF, the State has caused this agreement to be executed by the Oregon State Highway Commission, and the County of Wasco has caused the same to be executed by its County Court, and the Railroad has caused the same to be executed by its proper officers thereunto duly authorized, the day and year first above written.

STATE OF OREGON
By OREGON STATE HIGHWAY COMMISSION

By _____
Chairman Commissioner

_____
Commissioner

_____
Commissioner

COUNTY OF WASCO, STATE OF OREGON

By _____
County Judge

_____
County Commissioner

_____
County Commissioner

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY

By _____

Attest:

_____

November
Twenty-three
1 9 2 1

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR #35

Dear Sir:

In accordance with your verbal request, we are sending to you herewith, three blue prints showing the typical cross sections in accordance with which the surfacing for Federal Aid Project #35 has been constructed.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By _____
Office Engineer

SHP:CEC
Enclosures

FORM 2A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

53PB4-33VL - County Bills.

~~Wile~~ ~~36.~~ The Dalles, Ore., Nov. 17, 1921.

PR 3V-1

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

The County Court of Wasco County have requested that they receive bills for the amount of money they agreed to pay for the City of Mosier in cooperation for paving through Mosier, and for the survey up Eight Mile Creek, for which the County agreed to pay. They desire these bills as they have the cash on hand at this time to pay, and when the budget meeting takes place December 1st, if there is any money left in these funds and not provided for in the budget of next year, this would reduce the amount of money they can raise next year by just this amount.

We have arranged to have Compton's payrolls sent in several days early this month so that there will be time to check over the payroll and bill the County. I am also asking Collier to send direct to Salem a statement of quantities involved within the city limits of Mosier.

Yours truly,

RECEIVED
NOV 18 1921
STATE HIGHWAY ENGINEER

Bills submitted

J. H. Scott,
Division Engineer.

JHS:kl

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

November 17, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are returning herewith four copies of voucher No. 4 covering work done on Oregon Federal Aid project No. 35.

In auditing we find "Total Amount" should read $603,391.56 instead of $603,027.56 as shown. This will change the amount of the pro rata share of the United States.

Kindly correct and return to this office.

Yours very truly,

District Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

J. H. SCOTT

Date 11/12/21, 192

Job Name Hood River Mosier Paving

Week from 11/5 to 11/12

Mail Address Hood River

Highway Columbia River

Telegraph or Telephone Address 3481

County Hood River&Wasco Job Prefix 33PB4

Express and Freight Address Hood River

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Have had two gangs cleaning ditches and dressing slopes. All complete except from tunnel to Mosier Bridge two miles. Will start mixer Tuesday for concrete paving West of the tunnel along gutter.

Fixed parking place on point near Memeloose Island.

Fence gang has 700 feet of fence to build. Painting being kept up close. Shoulders are setting up in good shape after rains last week. Contractor is to repair parapet walls, place felloe guard in tunnel, clean up barrel hoops, headers etc. Should finish next week if good weather continues. Only the Finn fence gang worked on the 11th.

Tuesday made survey at proposed crossing of Mt Hood Loop Highway with Mt Hood Ry near Whiskey Creek. Today got blue print of Railroad alignment and will make tracing of section near this crossing and forward to Bridge Department Monday.

Frank Moore transferred to The Dalles Wednesday.

RECEIVED NOV 15 1921 STATE HIGHWAY ENGINEER

Supt Nickelsen has been hauling rock from top of walls at Shell Rock to slide at Herman with two trucks. Also widening shoulder and building rock bumper at dangerous curve at Camp Benson

Four cars have gone off this curve the past month. Have had it sanded and will keep sand on all winter. Too much speed on slick pavement.

Signed E A Collier Resident Engineer

Title

(See back of this sheet for instructions and detailed information.)

NOTED H. C. CLAUSEN

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*steam shovels*

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* ..... 10.50 .....

*Miles paving completed* ..... 10.50 .....

*Average daily sq. yds. this week* ..... 0 .....

*Miles shoulders completed both sides* ... 10.50 .....

*Contractor's average force for week* ..... 32 .....*men,*

..... 1 .....*teams,* ..... 1 .....*trucks*

*Percentage of total required yardage now in place* ..... 100% .....

*Job will be completed about* ..... Thanksgiving .....

*Number men in Engineering Party* ..... 1 .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job* ..... 33PB4 ..... *Percentage* ..... 80% .....

*Other jobs* ..... 14GH ..... *Percentage* ..... 20% .....

*Other jobs* ..... *Percentage* .....

*Other jobs* ..... *Percentage* .....

Nov. 5, 1921

Mr. E. A. Collier,
Resident Engineer,
Hood River, Oregon.

File PR #35

Dear Sir:

We have your letter of Nov. 3rd in regard to the basis of measurement of extra width pavement on the Hood River-Mosier Section. The method of securing the extra width areas as outlined in your letter, appears to us to be a very good one and the use of this method meets with our approval. It has been our general practice to allow only the actual superficial area of extra width but we have as far not adopted any standard method of computing these areas. The most common method seems to have been to actually measure the length of chords after the pavement is in place. We believe that in general, your method would be simpler and fully as accurate.

We thank you for calling this method to our attention and it is very likely that we will standardize upon that method or a method very similar to it.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP:EMH
CC to J. H. Scott.

...COMMISSIONERS
...KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

#33PB4Final Estimate

Hood River Oregon 11/3/21

RECEIVED
NOV 4 1921
ENGINEER

Mr S H Probert

Office Engineer State Highway

Salem Oregon

Dear Sir;

Herewith enclosed a suggestion for computing area of extra width pavement on inside of curves. I would like to use this method on the Hood River-Mosier Paving which the Contractor should clean up in about ten days.

The extra width area using center line arc measure would have been 1367.5 sq. ft. or 110 sq. ft. more than the correct area shown on this one sheet of notes. Only takes a few minutes longer to compute a sheet and as this line is full of curvature the difference will run close to $1000.

We have laid about 2000 square yards more pavement than the original estimate so do not think Kern can object or will even know the difference.

Please let me know if this meets your approval so I can complete final estimate.

Yours Truly

E A Collier

Resident Engineer

ccMr J H Scott

ANSWERED
S. H. Probert

...SIONERS

...TARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

33PB4 - Yardage.
File 27.

SALEM

The Dalles, Ore., Nov. 2, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

E. A. Collier, Resident Engineer at Hood River, has brought up the subject of computing the yardage of extra width of pavement on the inside of curves. If the quantity is figured from the center line of the Highway it will be a considerable advantage to the contractor, but if it is figured as additional width outside of the standard section of pavement it will result in a considerable less quantity. On this contract the result will favor the contractor by about $1,000.00. Will you please advise as to the usual method used by the Department in computing these quantities. As there is considerable sharp curvature on this unit, the quantities will be considerably heavier than ordinarily.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

ANSWERED
S. H. Probert

NOV 5 1921
STATE HIGHWAY ENGINEER

FORM 2A 10M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. [illegible], PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

33PB4 - Material Deposited at SALEM 67.
File 10.

The Dalles, Ore., Nov. [illegible], 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. C. C. Kelley.

Dear Sir:

Some time ago you asked for information as to the amount of material now deposited along side of the O.W.R.& N. Company's tracks at Mile Post 67, Railroad Station 1465 to 1471. At this point Klein's preliminary line, Station 1452 to 1475, was re-ran and re-cross sectioned across the slide between O.W.R.& N. stations 1465 and 1471. These cross sections were comparred with the original cross sections taken in 1917. This comparison shows an increase of approximately 8200 cubic yards in slides adjacent to the O.W.R.& N. tracks. From wear apparent on the slopes, and bushes and trees still growing on the slopes in an undisturbed condition near the edge of our roadbed, it can be safely assumed that not over 1/3 of this material was dumped over during the construction of the Highway, the remainder coming from the natural erosion of the slopes due to the unstable slopes themselves, wind and other causes. Some portion of this undoubtedly was brought down by what little material that was dumped over. Cross sectioning these slopes to base of railway grade with a 1 to 1 slope 40 feet from center line of O.W.R.& N. gives a total of 2670 cubic yards in cut. This is probably all the yardage that could or should be removed from these slides.

After Klein's original line was run the Railroad Company put in a steam shovel which they worked for some weeks. We have no notes that show the yardage taken out by the steam shovel operations. One of the Railroad Company's Engineering parties recently established a base line and computed quantities which he recently stated amounted to 42000 cubic yards. They had previously, after the steam shovel operations, made a contour map of this point, and recently ran in a base line and took new cross sections and figured from this data. During the steam shovel operations no men were working on the slopes, and the steam shovel cut out unnatural slopes which ran probably 1/3 of the way up to our roadbed. Where the slopes were longer there were off-sets of 8 to 10 feet in the slope line, which off-sets eroded back nearly to our road bed. Most of the material piled up adjacent to the railroad tracks at this time has come down from this erosion

or levelling of the slopes ~~[illegible]~~, and is a natural erosion for which we could in no way be held accountable.

In checking up from what we can tell went over the bank, these figures will show between Stations 1450 and 1451/50 an amount of 3573 cubic yards. At Station 1455/15 to 1456/11, the excavation for a dry rubble wall was undoubtedly thrown down the slopes. This amounted to 188 cubic yards common, and 24 cubic yards solid rock. In addition to this there was probably a slight amount of material carried down with the excavation from the wall. Around this point from about 1451 to 1464 the contractor took a shovel to get to the work beyond. He ran about 20 feet or so above the grade line and deposited the material to make the road to run the shovel on. I would say that not over 1000 cubic yards of material went over board from this cause. At station 1457/06 to 1457/59 in another pocket or depression in the general slope, there was thrown from wall excavation 383 yards of common and 128 yards of rock. This went down and is a part of the above mentioned quantity of 3573 yards. This material in going down possibly loosened and carried down considerable extra material. At this point there is evidence that considerable material went over during construction. Even though the Railroad Company had an inspector at this point during operations who objected to any material being dumped over there is evidence that quite a lot of material went over. The quantity of 3573 yards will amply cover this, with the amount of additional material which material actually dumped over the slope carried down. The quantities here are taken from the actual cross sections in both cases, and can be thoroughly relied upon.

As to 42000 yards going over board, the final estimate shows between Stations 1451 and 1464 that there was a total of 73000 yards of excavation. The only material that could have been dumped over in normal operations that would have reached the track would have originated between Stations 1454 and 1458. I do not have the exact quantities between these stations. This would have been all the material possible ~~to have been thrown over~~, and it is a known fact, and can be substantiated by a number of reliable people, that all material originating in this area as far as it was possible to do so was hauled back and dumped on slopes that would carry the material a considerable distance away from the railroad tracks. Taking all in all, I do not think there could have been more than 5000 yards of material adjacent to the railroad tracks which could be charged to our operations.

I am returning herewith the various construction note books which you recently sent up here, a topography map of this area which we made just prior to construction, and platted cross sections of this area, and a small sketch showing Klein's lines adjacent to the railroad track.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

P.S. Field notes by express today

Oct. 28, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PB-55

Dear Sir:

Please accept this letter as formal request for increase in the Federal co-operation on the Hood River-Parkdale Section, Oregon Federal Aid Project No. 55, from $249,499.82 to $301,499.82.

This increase is based on Federal co-operation on the various sections as follows:-

| | | |
|---|---|---|
| 4.83 miles | @ $13,925.33 | $ 67,259.64 |
| 4.14 " | @ 20,000.00 | 82,800.00 |
| 6.38 " | @ 17,318.02 | 110,488.97 |
| | | $ 260,548.61 |
| Bridges over 20' span | | 40,951.21 |
| | | $ 301,499.82 |

The above given mileages are taken up in the same order and for the same applications as on the modified agreement estimate which was prepared in your office. The above increase in requested Federal co-operation amounts to $51,001.34. According to our records this amount is available for application by funds which have been released through the submission of final vouchers. In case you find that, owing to delay in payment of these final vouchers, the entire amount is not available, kindly in your discretion, apply such amount as your records may show to be available.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dict. by J. W. DeSouza.
gTH

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON, 10/22/21

Mr. Probert
Salem, Oregon
Dear Sir:-

In making up Lindstrom & Feigensen final estimate on the Mosier-Rowena work I discover that 5.6 Cyds of Dry Rubble previously estimated to them has been omitted from estimate. They are also short on solid rock 25 Cyds, but whether that is error in calculations or over sight I have no means of knowing. The rubble is missing entirely so I know that to be an oversight.

Yours truly

E.T.Johnson

Noted—
Answered—
O.K.W.

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

REFERRED TO
BY H. N.

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON. 10/20/21

Mr. Herbert Nunn, Highway Engineer
Salem, Oregon
Dear Sir:-

Our final estimate for the Mosier-Rowena work has reached us.

I have not signed it yet wishing to take up with you several things which need correction.

Between Sta. 10x00 - 21x00 the Common material is reduced about 800 Cyds from the last estimate of last November 10th. This was not heavy or irregular work and we dont understand what makes a change there. We know there are little corrections occur in the final checking, matters of just a few yards usually, but so great a change as this and in such even country makes us request that you have it looked into once more. 800 Cyds of Common means $480.00 to us.

Between Sta. 28x00 - 130x25 ( I have to use these figures, tho they cover a long space to get an exact comparison with prior estimate, but am quite confident the change is between 46x00 - 58x00) there is a change of 4618 Cyds of solid rock to Common. The difference between solid rock price and common price is 80¢. This is a pit of shell rock. It was so tight that tho we bought a steam shovel to dig it with we found when we came to dig that it was so tight it would tip the shovel up and we had to shoot it. In shooting we used boot leg shots and the excavation was not so expensive as in ledge rock, nor did it require so great an amount of powder and as a consequence the engineers - two used to go together to make estimate - decided that 40 % solid would be equitable and it was so classified until shortly after that shot which broke the bottom in the bluff when it was changed to 10%. You will recall that the writer requested you to reclassify all that work and you sent Mr. Scott as your personal representative to go over all the work and classify and report to you. Mr. Scott restored this classification to 40 % and it was so paid on the last estimate. Then the Commt. of investigation decided the place where the bottom was blown out would have to be paid for and this cut was again reduced to 10%, ~~except that~~. I am quite sure you can not be aware of this as Mr. Scott was your personal representative and his action was yours. It amounts to $3694.40 and can not afford to pass it by. It looks also as tho some one was trying to hold down our estimate beyond what is due. I cant help but feel that some one is working against us, "boring from within" I believe they call it today and it is a very disagreeable feeling to feel that at any time one may have a grave injustce done them.

Portland,Oregon 10/20/21

H.N.2.

If you will look at the detail of Oct. 25th. estimate and prior estimates you will find 997 Cyds Common between 224x25 - 235x50. This was a very light cut,taken out in the fall of 1919 When the snows went off the water would not seep away and the engineer saw it was an impossible location,or grade,for a Highway and raised the grade and changed the cut into a fill.We afterward subbed the work between 223x00 - 290x00 to Hansen,covering this work where we had excavated 997 Cyds which he had to replace.Up to Nov. 10th estimate we were credited with taking out the cut and we presumed Hansen was credited for putting it back,but now comes this estimate with the 997 Cyds still lacking as in Nov. 10th. estimate and Hansens estimate cut from 6880 Cyds to 6210 Cyds. Some of the Hansen cut may have been change of classification,but our 997 Cyds is missing and I feel that the same 997 Cyds due Hansen for putting it back is missing. This makes 1994 Cyds,which at 60¢ per Cyd. amounts to $1194.40.

Between 348x63 - 369x25 we had let to station men.They completed their work something over a year ago,secured an estimate from the engineer and we settled with them.Now comes this estimate with 1269 Cyds of solid rock deducted from previous estimate upon which we settled.If an error was made it was not by us and we should not be asked to stand it.1269 Cyds. of soild rock @1.40 amounts to $1776.60

Between 369x25 - 370x50 was let to station men and they completed more than a year ago,secured an estimate from the engineer and we settled with them. Now comes this estimate with 1171 Cyds. of solid rock deducted.If an error was made it was the engineers error and not ours we surely cant be asked to stand it.1171 Cyds. of solid rock @ 1.40 comes to $1639.40.

Between 370x50 - 387x50 there is a shortage of 155 Cyds of solid rock.This was a place where the line looped around until one part was directly under the other and the upper part all solid rock.In excavating the upper reaches much of the rock rolled onto the lower line in masses which would measure from 10 to 50 Cyds.These could not be measured by cross section and would have had to be measured separately and I am wondering if some of those broken masses may not have been missed and wish you would look into it.

There are quite a number of small corrections which always occur,but these I call your attention to are too great to pass by and we request to have them corrected.

There seems to be a spirit in regard to our estimates which I wish could be corrected,it even runs into small things,thus on the force account bill we supplied a truck,furnished,and only charged $16.00 per day and that was divided between truck rent and driver,there was only one day altogether,but the driver is cut out and why I cant imagine unless it is because he spells his name Johnson.On the same force bill 15 days horse hire is cut from 2.50 per day to 1.00. We were hiring teams there and paying

Portland,Oregon 10/20/21

H.N.2.

$10.00 per day for team and driver and they feed.On our own teams we were paying driver $5.00 per day,so our charge was the going charge.It keeps one forever on the anxious seat when they so constantly receive such treatment.

Because of the very high regard I have always had for your own spirit of fairness and justice I am sure you must be unaware of these things and so appeal to you with all confidence to have this estimate corrected.

This estimate calls for $11,177.91 of which there is no dispute.I am retyrning it unsigned,under separate cover. Will you not,in view of the fact that the work was completed almost a year ago and this amount is not disputed,detach from it the release and erase the word final and pass it thru as a current estimate. We need the money so badly.

Respectfully

Johnson Contract Company

by E.T. Johnson

E.T.Johnson

Noted - Answered
C.H.W.

FORM 8A 1M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB4 - Material at M.P. 68.
File 10.

The Dalles, Ore., Oct. 13, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. C. C. Kelley.

Dear Sir:

We are now making additional surveys in the field to determine the amount of material which has accumulated down by the railroad tracks at Mile 67 and 68 since we started construction. This work will be pushed through to completion.

At Mile Post 68 there is possibly about 6000 yards of material immediately behind the barricade which if moved would be an additional protection to the railroad track, and will not in any way injure the road bed, but beyond the roadbed I think we should object to the railroad putting a steam shovel in and taking out these slopes, as they will take the material out to an unnatural slope, which will eat its way on up to our roadbed in the process of taking its natural slope again. In the spring of 1918 the railroad company had a steam shovel in at this point and removed a large quantity of talus. Upon completion of their work the slopes ran probably one-third of the way up to our roadbed, and there were off-sets in this slope between the railroad track and our roadbed where the material had run down. These off-sets have followed right on up the slope until they ran out right up to our roadbed. If a steam shovel is permitted to work in here again the same thing will occur, with the possibility of these slopes eating clear into our roadbed.

I will make a complete report and recommendation later accompanied by typical sketches and photos.

Respectfully yours,

J. H. Scott

OCT 15 1921

J. H. Scott,
Division Engineer.

JHS:kl

FORM 2A 10M-9-31

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. [illegible]ON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

USPB4 - Slide at Tunnel.
File 10.

The Dalles, Ore., Nov. 3, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. J. J. Kelley.

Dear Sir:

Some time ago you requested information as to the amount of material which had come down behind the retaining wall which we built south of the railroad track just below the twin tunnels.

Klein's line, which closely followed the railroad track, was ran out and new cross sections taken from this line, and the notes platted up and computed. A comparison shows that there is an increase of 1200 cubic yards between the present slope line produced and the original ground line. Of this 80 cubic yards are between the wall and the O.W.R.& N. track. At station 3/83 and 4/00 the rock is level with the top of the wall. The removal of 250 cubic yards from between the wall and slope wall produced will give a pocket four feet deep below the top of the wall. I am sending in the following data:

Field Notes.
Contour map and wall design by the O.W.R.R.& N. Company.
Platted cross sections.
Contour map of Klein's original line at this point.
Contour map showing present slopes at this point.
Small sketch showing Klein's line with relation to the railroad track.

On the blue print which was made in the O.W.R.& N. office from their own notes, you will note that in the wall design it shows as a typical section at Station 5 the original slope, then above this, 1 1/2 feet below the top of the wall, a 1½ to 1 fill slope. It was never our intention to make a fill from our roadbed reaching to the wall, but it was always the intention that all material should be hauled back several hundred feet and dumped so that it would not run down close to the track. All the tunnel spoil was wasted in this manner, as was all the material in this vicinity with the exception of an occasional rock which went overboard, and perhaps a few yards of slide removal. As a total I would say that never more than 100 to

150 yards ever reached the vicinity of the wall was caused by our operations. Below our roadbed, and just west of the west portal of the short tunnel there is a slope which has eroded a great deal in the last couple of years. In fact, last winter a large rock containing two or three cubic yards loosened and slid down the slope and over the wall and onto the track and delayed traffic. I think most of the 1200 yards above referred to came from the slopes, and is natural erosion. Of course what little material did get away from us probably carried at least double that much more.

It was the idea and expectation of the railroad officials that we would dump material over our roadbed and make slopes which would reach to this wall, which, I assume, was the reason they demanded a wall at this point. This idea was always firmly fixed in their minds, and I quite distinctly remember that they were quite surprised when I informed them that we had no intention of dumping material over and making a fill slope, but had given the contractors orders to haul everything back and dump at a point where it could not run to the track. As we went to an expense of something like $5,000.00 to put in this wall for the purpose of serving as a barrier for fill slopes, and as we never made use of the privilege, I do not see why we should be expected to remove what little material has come down mostly through natural erosion from behind this wall.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

P.S.
Field notes under separate cover by express

Form 3010 File 26-83-A

STANDARD
8-20-5000

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

October 12, 1921

PERSONAL.

Mr. C. C. Kelley,
Asst. State Highway Engineer,
Salem, Oregon.

Dear Sir:

In accordance with the understanding reached in my office Monday October 10th, I submit herewith the maps prepared by this office illustrating the condition of slope at M.P.67-1/4 and M.P.68, to be used and accompany the sheets showing cross-sections at this point, which were handed to you Monday.

Yours truly,

S. Murray
R

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

September 20, 1921.

RECEIVED
SEP 21 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have your letter of September 17th regarding Oregon Federal Aid project No. 35 and have written urging early approval of this project which has been held up in the Washington Office pending discussion of some of the details of construction.

We realize the fact that Federal Aid should be made available as soon as possible in order that we may assume our share of the financial burden now carried by the State alone.

Yours very truly,

C. J. McKesson

Acting District Engineer.

Sept. 17, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-35

Dear Sir:

Under date of June 10th, 1921 you wrote us that recommendation for the approval of revised estimate on the Hood River-Bowens Section, Oregon Federal Aid Project No. 35, had been made as of March 9th, 1921.

To date we have received no further advise as to the approval of this extention, nor have we received copies of the modified agreement for signature. We would be pleased to have you investigate this as the paving contractor has now accomplished work to the value of over $250,000.00 and we are naturally desirous of securing the Federal Aid on this.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

ETH

FORM 4 5M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. O. LYEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

September 16, 1921
Friday.

Mr. Herbert Nunn
OFFICE-

Dear Sir:-

Day before yesterday I made an examination of the Twin Tunnels east of Mosier and wish to report the condition as follows:-

1. I find that there are many large rocks falling in the openings and arch ways and on the balcony. I consider this condition very serious.

2. I find some falling of rock in that portion of the tunnel, which was not lined last year. This condition is also more or less serious. I would, therefore, recommend that the following repairs be made.

(a) Plug window openings ~~with a low stone wall~~ with and an iron grill above as shown in the attached sketch.
(b) ~~Remove portion of the balcony as shown and~~ carry a stone wall around as indicated at A, thus preventing visitors from venturing out on the balcony as is the case at present.
(c) Finish lining tunnel.
(d) Paint entire interior with white paint.

The original estimate of cost for repairs to this tunnel as you perhaps remember, was $5000.00, of which we have spent to date $20145.03 leaving about $15,000.00 to spend under our original estimate. It is very difficult to estimate what the work which I have enumerated above will cost, but think we can keep it within this figure.

Will you kindly advise what disposition you wish me to make of this matter?

Yours very truly,

BY

Bridge Engineer

JBM:IT

Sept. 16, 1921

Mr. T. Hansen,
5524 -=9th Ave., S. E.,
Portland, Oregon.

File PR-35

Dear Sir:

We have completed the check of the final quantities under the Johnson Contract Company's contract for the grading of the Mosier-Rowena Section, and this will advise you that our final payments under this contract will include quantities moved by you between Stations 221 + 00 and 289 + 80 as follows:-

6,210 cu yds Common Excavation.

2,176 cu yds Solid Rock Excavation.

1,120 yd stas Overhaul.

The above are the quantities upon which you are entitled to payment from the Johnson Contract Company.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETM

Sept. 15, 1921

Mr. U. R. Grey,
Resident Engineer,
Heppner, Oregon.

File PR #35

Dear Sir:

We fail to find among your final field data for the grading of the Mosier-Rowena Section, any rock tickets or notes to support the estimated quantities of talus hauling. Unless you deviated from our standard practice, you must have furnished material receipts or rock tickets covering the quantities of material hauled, and these tickets should have been among your final records.

Kindly advise us as to how this feature of the work was handled, and as to where we shall find the rock tickets or notes to support the final estimate quantities.

We might state for your information that the quantity of talus material hauled into the fourth mile would give a 10" thickness over a 20' width of surfacing, which quantity in comparison with the quantities used in other miles would appear to be excessive.

Please give this matter your immediate attention as, except for this item, we are now ready to make final payment to the contractor, which final payment has already been delayed an unnecessarily long time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By .

Office Engineer.

SHP:MM
c. c. to J. H. Scott.

August 28, 1921

Hartford Accident & Indemnity Co.,
430 California Street,
San Francisco, Calif.

File PR~~-36~~ 35

Attention:- Mr. Harold Bishopp.-

Dear Sir:-

In reply to your letter of August 25th in regard to A. D. Korn's contract for the surfacing of the Mosier-Rowena Section of the Columbia River Highway, this will inform you that the work under this contract was completed on May 29th, 1921, and that the total payments to the contractor were as follows:-

| | |
|---|---|
| Unit price basis | $64,903.72 |
| Force account | 3,620.67 |
| T o t a l | $68,524.39 |

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

...ELL, President
...ASE, Chairman Board of Directors

J. COLLINS LEE, Secretary
D. J. GLAZIER, Secretary-Treasurer
R. C. L. HAMILTON, Comptroller

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
430 CALIFORNIA STREET, SAN FRANCISCO

DIXWELL HEWITT, Resident Vice-President
JOY LICHTENSTEIN
Manager

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, Aug. 25, 1921.

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

File PR-36.

Dear Sir:-

Re:- Bond No. 218845 - A. D. Kern, Surfacing Mosier-Rowena Section of Columbia River Highway in Wasco County.

---

Will you kindly advise us if the contract covered by the above captioned bond has now been completed. We would also be glad if you could furnish us with the amounts paid to the contractor on the unit class basis, and also for force account work. In the event that final estimates have not been made will you kindly advise us whether the work has actually been completed.

Yours very truly,

Harold Bishopp

Surety Department.

HB/T.

Work Completed May 29, 1921.

Final Estimate

Unit Price $64,903.72
Force Account 3,620.67
Total $68,524.39

RECEIVED
AUG 27 1921
ENGINEER

33PB4 - Delay of Train.
File 58.

The Dalles, Ore., Aug. 22, 1921.

Mr. A. C. Spencer,
c/o Mr. S. Murray,
1208 Wells Fargo Bldg.,
Portland, Oregon.

AUG 21 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Referring to your letter of recent date in regard to a rock being rolled down onto the railroad track in the vicinity of Mile Post 68, just below the Twin Tunnels on the Highway. I have had R. A. Collier, Resident Engineer in charge of this work make an investigation of this matter, and I am attaching his report.

We have always been very careful in regard to placing material where it could go over the bank and onto the railroad track, and have done everything possible to discourage this. As you will note, this rock was rolled down by an irresponsible party, who was immediately discharged.

We have now started a crew cleaning up ditches and making the final clean-up, and this crew will remove any rocks that irresponsible parties could roll down onto the track, and maintenance crews will be instructed to watch this condition in particular.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl
1 Encl.

cc Mr. Munn.

COPY

Rock on Track

Hood River, Oregon 8/19/21.

Mr. J. H. Scott.
Division Engineer,
The Dalles, Oregon.

AUG 24 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Received your letter of 8/15 enclosing copy of letter from Mr. A. C. Spencer in regard to rock on the track near Mosier. Strict orders have been repeatedly given prohibiting the placing of any material on or over the ed e of any of our fills that run down to the Railroad. However an Italian after quiting work at 4-30 PM on July 31 rolled a rock down the slope just west of the Twin Tunnels. He did this just for fun and was immediately fired off the job. The rock stopped on the track and Foreman Mat Johnson started down to remove it but a locomotive ran onto rock and derailed front trucks before he could reach it.

I am very sorry this happened and have today taken this up again with Supt McIlvain of the Paving Company and each of his foremen and believe there will be no more trouble on this score.

I suggest we remove all tempting rocks at tunnel and at point mile west and place signs warning against rolling rocks.

Yours truly,

E. A. Collier,
Resident Engineer.

August 12, 1921

Mr. C. L. McKesson,
Acting District Engineer,
Bureau of Public Roads,
Postoffice Bldg.,
Portland, Oregon.

PR #35

Dear Sir:

I wish to acknowledge receipt of your letter of August 11th, giving inspection report on Federal Aid Project No. 35.

Copy of your letter is today being forwarded to Mr. J. H. Scott, our Division Engineer at The Dalles, for his information and attention.

Very truly yours,

State Highway Engineer.

HH:MM:

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE REFER TO FILE No.------

August 11, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection was made of Oregon Federal Aid project No. 35 on August 8th.

The sub-base was found to be in an unsatisfactory condition where base was being laid and the resident engineer was requested to shut down paving until the sub-base was put in proper condition. The difficulty was due, to a considerable extent, to a lack of water and the resident engineer informed our representative that only one small tank truck (about 700 gals.) is now available for watering, the other truck which had been rented from the State, having been removed to some other work. With two trucks on the work it was difficult to secure sufficient water and with one water truck it will be necessary to stop paving frequently while sub-base is being prepared. The season is very short and steps should be taken at once to secure at least one additional water truck.

Yours very truly,

Acting District Engineer.

PR
1
3

July 26, 1921

Hartford Accident & Indemnity Co.,
c/o John Kerr, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you that A. D. Korn has completed contract No. 289 which is the Mosier-Rowena Section of the Columbia River Highway.

It is the intention of the Highway Commission to make final payment on this contract.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

RR
35
7

July 28, 1921

Marin Rowan
Grading

Pacific Power & Light Co.,
Casco Bldg.,
Portland, Ore.

Attention: Geo. Nevins, Pres.

Dear Sir:

We are returning herewith the bills submitted with your letter of July 20th.

In accordance with the requirements of the Secretary of State's office, by which office all of our claims must be audited and approved, we must ask you to submit more complete data supporting the items set forth in these bills. We must have the dates between which the materials mentioned were furnished. We must have copies of payrolls or bills prepared in payroll form covering the labor charge of $543.30. These must give the names of each and every employee engaged upon the work, with the dates and hours worked, and the rates of pay. Your claim for industrial insurance must be supported by the payroll amounts and the percentages allowed thereon. The item "Expenses of Workmen" must be supported by fully itemized information as to what these expenses actually were, and we believe also that the Secretary of State will require supporting data covering your claim for cartage in the amount of $35.76, this supporting information to be in the form of receipted bills or information as to the basis upon which this amount was arrived at.

We realize that the supplying of the details requested will mean a very considerable amount of work, and we are sorry that we must insist upon having it. This is a matter beyond our control, however, as your bill in its present condition would be refused payment by the Secretary of State.

Very truly yours,

HERBERT NUIM,
State Highway Engineer,

By

Office Engineer.

SHP:ETH
Enc.

# WER & LIGHT COMPANY

GASCO BUILDING

PORTLAND, OREGON

July 20, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Per your request of July 19th, referred to our Mr. McArthur, I enclosed herewith bills in duplicate covering charge against the Johnson Contract Company which you advise us has been allowed and is to be paid us by the Commission.

Yours very truly,

Geo. F. Vaughn

Treasurer

RED:RG
Encl.

Bills returned for more detail.

Correspondence with J. H. Scott and Mr. Fäuerso relative to bill of $150.00 for lumbe to be credited to 33 PB and charge to 33 AD

33 AD

July 19, 1921

Pacific Power & Light Co.,
Gasco Building,
Portland, Oregon.

File PR-35

Attention: Mr. McArthur.

Dear Sir:

In connection with the moving of some of your pole lines on account of the construction of the Mosier-Rowena Section of the Columbia River Highway, you submitted sometime ago bills against the State Highway Department and Contractor E. T. Johnson for the amount of $850.38.

An agreement has been reached with the contractor whereby the payment of this bill will be made by the State Highway Commission and we are now ready to place this bill in line for payment. We find, however, that the original copy of this bill is being sent back and forth between the contractor and ourselves, has become lost, and we therefore request that you supply us with additional copies in duplicate.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

July 11, 1921

Hartford Accident & Indemnity Co.,
450 California Street,
San Francisco, California.

File PB-56

Gentlemen:

We are in receipt of your letter of the 7th inst making inquiry regarding contract held by A. D. Korn for surfacing the Mosier-Wasco Section of the Columbia River Highway in Wasco County, your bond No. 218,845.

We beg to advise that this work has been completed and the final estimate is now being checked, and suggest that you write us again at a somewhat later date.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,
EZM

R. M. BISSELL, *President*
IAS. B. CHASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
430 CALIFORNIA STREET, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, July 7th 1921.

Mr. Roy M. Klein,
Secretary Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

In Re: Bond No.218845 - A.D. Kern -
Surfacing Mosier-Rowena Section of Columbia
River Highway in Wasco County.

---

We should be very grateful if you could advise us the present status of the contract in connection with which the above captioned bond was given. We assure you that your courtesy in this respect will be appreciated.

Very truly yours,

Harold Bishopp.

HB:FW. Surety Department.

Furnishing Clerk

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS
311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON. 7/11/21

PR 1
37

Mr. R.A.Booth,Chairman
Eugene,Oregon
Dear Sir:-

Will you kindly secure for me a copy of the report of the committee of Division Engineers who examine into and report upon claims,the one for our Mosier-Rowena work amounting to $19685.66 as I recall the figures.

We were not supplied with a copy by some oversight and would like to have one.

Respectfully

Johnson Contract Co.
by E.T.Johnson
E.T.Johnson

July 6, 1921

J. W. Ferguson, Chairman,
Industrial Accident Commission,
Building.

Dear Sir:

This is to acknowledge your letter of the 2nd., addressed to the Highway Commission relative to the claim against Thomas Hanson for $90.12 due the industrial fund because of highway construction work done by Mr. Hanson as a subcontractor for the Johnson Contract Company on the Mosier-Rowena Section of the Columbia River Highway.

I have this day addressed a letter to Mr. Hanson relative to this matter, and trust that the same will result in an early payment.

Should Mr. Hanson resist payment the Highway Commission would not be in a position to force a settlement, but I will be glad to lend any assistance within my authority to aid in this or similar collections.

Yours truly,

JED:AF

Assistant Attorney General.

JEScott

19

Heppner
July 5 1921

Mr Herbert Nunn
State Highway Engineer
Salem Ore.

Mosier-Rowena Grading

Attention Mr S H Probert.

Dear Sir,

When I left The Dalles I turned over all my unfinished work to Mr J E Peck, and one of his men who worked for me on the Mosier - Rowena contract throughout, checked over the finals and sent them to me a few days ago.

Since coming here I have worked almost every night, catching up with the procession, so that I have not had time to look at them again.

But I will snatch time during the next few days and send them back as soon as possible.

Respectfully yours
Ulrick R. Grey
Res Eng.

... JUL ... 1921
STATE ... ENGINEER

JEScott

July 2, 1921

Mr. U. L. Gregg,
Resident Engineer,
Heppner, Oregon.

File [illegible]

Dear Sir:

We are now ready to make final payment to the Johnson Contract Co. in connection with the grading of the Heppner-Ruggs Section. This payment is held up, however, pending receipt from you of corrected final records. Kindly give this matter your immediate attention.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

BHP:EW

c. c. to J. H. Scott.

JHScott

July 2, 1928

Taft Transfer Company,
Hood River, Oregon.

Gentlemen:

In reply to your letter of June 27th relative to your claim against the A. D. Korn Construction Company and the Kibbee Construction Company, would say that all State Highway contracts are covered by a bond to protect labor and material claims, and in the event that you are unable to satisfy these claims you can take action against the surety company to recover.

However, inasmuch as both of these companies enjoy very high financial ratings, I would suggest that you take the matter up with them further before taking it up with the surety companies.

Very truly yours,

Secretary.

BAK:LH

JESkott

June 25, 1921

Mr. C. H. Purcell, District Engineer,
U. S. Bureau of Public Roads,
Postoffice Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of June 21st, in regard to our restricting the size of screenings for use in the seal coat on Federal Aid Project No. 35, to a one-quarter inch maximum.

While we do not agree with you that the placing of this restriction was a change in specification which should first have been referred to your Bureau for approval, and, while we believe that the use of material below one-quarter inch in size will give better results than coarser material, we will accede to your request and remove the restriction as far as it pertains to this and other Federal Aid work.

Your attention is called, however, to the fact that there is nothing in the original specification under which we can require the contractor to furnish screenings, or sand, in excess of one-quarter inch, as the specification only requires that all material pass a one-half inch screen and fill be retained upon a ten-mesh sieve. It is for this reason that we feel that in placing the maximum limit at one-quarter inch, we were not making a change in specifications, but only making a restriction within specified maximum and minimum sizes, which is quite common in connection with other features of paving work. The materials which we ordered the contractor to use, were in full compliance with the specification approved by your Bureau for this and other Federal Aid work.

Our principal reason for considering the use of material over one-quarter inch in size objectionable is that it is more difficult to spread the coarse material uniformly and that the coarse material is more apt to "ball up". The result of un-uniform spreading and of "balling up" is to produce depressions in the pavement when the seal coat is rolled, which depressions show up when the excess screenings are kicked out. We have no particular objection to the use of screenings up to one-half inch in size if they can be uniformly spread. The experience of the Department on other work where material up to one-half inch in size has been used has not, however, indicated that the coarser material is in any way superior to, or even as good as, the finer material.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer

HHP:ME
cc CCKelley
EACollier
JTScott

FORM 4 3M-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible] YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB3 - Force Account.
File 53.

The Dalles, Ore., June 23, 1921.

JUN 24 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

As the final estimate on contract 289 has already been sent to your office, we are forwarding the attached force order payroll without the extra work order record. This work was handled by Resident Engineer Grey, who has since been transferred. Also this will probably be the last force order bill on this contract.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

June 21, 1921.

RECEIVED
JUN 22 1921
D

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Yesterday our representative called the attention of the Resident Engineer on Oregon Federal Aid project #35 to the fact that screenings used in the seal coat were too fine and did not meet specified requirements. He advised that a circular letter had been received by him changing specification requirements from ½" maximum size to ¼" and this was later verified in a conversation with Mr. Kelley.

As no change can be made in specifications for Federal Aid projects without the approval of this Bureau, your office, in sending out the circular letter, evidently overlooked the fact that this is a Federal Aid project. The present clause in your specifications requiring material from ½" to 10 mesh was inserted in the specification at our request because of the very unsatisfactory results with finer material on Oregon Federal Aid projects Nos. 18, 19 and 27. The finer material does not roll into voids and open places in the surface, grinds up readily and blows off the road. Material (up to ½") can be rolled into the flush coat while pavement is still warm and, in our opinion, really adds something to the pavement. The change to material passing ¼" could not be recommended for approval by this office and we would respectfully request

that immediate instructions be issued to the engineers in charge of this project advising that the general instructions issued do not apply to Federal Aid projects.

Yours very truly,

C W Rumsey

District Engineer.

APPROVED
FEDERAL PROJECT

June 21, 1921.

JUN 23 1921
STATE HIGHWAY ENGINEER

MEMORANDUM:

I met Mr. C. C. Kelley, Assistant State Highway Engineer for Oregon, at Mosier last night and discussed methods of construction on Oregon Federal Aid project No. 35. The following conclusions were reached:-

Paving operations are to be discontinued on Wednesday (June 22) with crushing plant running at full capacity on sub-base work in order to get sub-base further ahead of paving work.

Mosier-Hood River Section. Where sub-base is to be built up a small amount (2 to 4 inches) of crushed stone passing one inch will be used. Where sub-base is to be built up 6" or more for super-elevation, etc., stone up to 1½" maximum is to be used and to be filled with sand and fine gravel from pit on old road near Mosier. (This material is very sharp and angular, closely resembling screenings or stone chips, and will bind up readily). The sub-base is to be brought up in layers and thoroughly compacted with roller using drags and sufficient water to keep damp all the time. This work is to be rushed and the crushing plant is to be operated at least 20 hours per day.

Only enough to and the ditches Gravel from the pit on the loops near Hood River is to be used for shoulders, which are to be constructed ahead of paving.

Mosier-Marsh Pit Section. The contractor is to begin preparation of subgrade on this section on July 5th with a separate force of men and

adequate equipment. The entire existing gravel surfacing is to be filled with sand and fine gravel from the Mosier Pit above referred to and to be thoroughly compacted by watering, dragging and rolling. Where super-elevation necessitates building up more than four inches, 1½" maximum size stone is to be used with the Mosier Pit material, the whole placed in layers and each thoroughly watered and rolled until compact and smooth. Sub-grade is to be finished at least a mile ahead of paving and to be properly maintained.

Screenings used on flush coat are too fine, all passing 1/4" screen. Mr. Kelley was advised that this office would expect a compliance with specifications in regard to this detail. Specifications call for material passing ½" screen and retained on 10 mesh. Mr. Kelley said that the State has issued an order directing all resident engineers to use material passing 1/4 inch instead of that specified. As no notice of such a change had ever been given us, I called his attention to the fact that changes cannot be made in specifications on Federal Aid work without the approval of this Bureau. I told him that fine sand and screenings heretofore used on our work was found to be very unsatisfactory, that the specification requirement was changed to ½" maximum size at our request and that we could not approve a change which would, in our opinion, result in inferior work. I requested that work be carried out as specified.

Mr. Nick Drew and Mr. Kibbe were present at the discussion. Mr. Kibbe assented to these arrangements and agreed that Mosier Pit material would be furnished under bid price for gravel for shoulders at $2.20 per c.y.

C. L. McKesson

Senior Highway Engineer.

PR3K

FORM 4 1M-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Pull Hood River Mosier Paving

Hood River Oregon 5/15/21

Mr S H Probert

Office Engineer State Highway

Salem Oregon

JUN 16 1921
STATE HIGHWAY ENGINEER

Dear Probert:

In haste last night I sent you a letter giving some figures on pull for pavement on this job which on checking I find incorrect. Pull on base should read 3.08 and on top 4.7. Am having them pull 3.1 and 4.5. Does this sound about right.

We have a mile of pavement laid and if McIlvain can get his crusher outfit running steady he should finish on time.

Yours Truly

E A Collier

Resident Engineer

SHP

FORM A 1914-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Pull- Hood River Mosier Paving — Hood River, Oregon 6/14/21

Mr S H Probert

Office Engineer State Highway

Salem Oregon

Dear Probert;

I have report from K S Hall on first cut sample from this job showing specific gravity of 2.43 for base and 2.42 for top. As I figure this would indicate a pull for base of ~~2.93~~ 3.14 and top of ~~4.41.~~ 4.72 Last year I think our specific gravity on base ran around 2.38 which would be a 3.0 pull.

If these figures are approved by you I would appreciate having you write or phone to Mr Kibbe for he bases his claim for a 3.3 pull on his telephone conversation with you and I intend holding them to a 3.0 pull until advised to the contrary.

Yours Truly

E A Collier

Resident Engineer

RECEIVED
JUN 15 1921
STATE HIGHWAY ENGINEER

PR
3-1

June 25, 1921
Files

Mr. F.A. Collier,
Resident Engineer,
Hood River, Oregon.

Dear Sir:

We are in receipt of your letters of June 14 and 15th, in regard to the "pull" in connection with the paving of the Hood River-Mosier Section. From the specific gravities mentioned by you, we figure that the pull for base should be 3.14 and for top 4.72. We believe, therefore, that a pull averaging 3.1 or 3.2 for base and 4.5 for top would be about right for your work.

You might advise Mr. Kibbe that the pull of 3.3, which I have mentioned over the phone, represents about the average pull secured upon the various jobs over the state and that it is not to be understood as representing the allowable pull to be used upon any particular job, which pull must be determined to suit the materials which are being used.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

June 10, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Your request for the revision of Oregon Federal Aid project No. 35, to include the Hood River-Mosier extension and to provide for paving of 10.52 miles of the project, has been forwarded to the Regional Office with recommendation for approval. The revised length of the project is 15.35 miles and the amount of Federal Aid recommended is $269,698.58. A copy of the revised estimate which we forwarded is enclosed herewith for your files. The recommendation was made as of date of March 9, 1921.

You are hereby authorized to claim payment for all work done on this revision ~~subject~~ subsequent to the date of recommendation: Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to the execution of the modified agreement will be made until, and unless, the agreement is finally executed.

Yours very truly,

J. H. Bennett

Acting District Engineer

June 6, 1921

John W. Kaste,
Henry Bld'g.,
Portland, Ore.

Dear Sir:

Your letter of the 4th., addressed to Mr. Baum requesting the return of some papers you sent to the State Highway Commission relative to a controversy between Geo. Garnish and the Johnson Contract Company has been handed to me for reply.

Complying with your request in said letter I am herewith returning to you a writing dated at Portland, Oregon, September 4th., 1920, signed by Geo. Garnish appointing John W. Kaste his attorney to collect from the Johnson Contract Company a claim for work done between stations 290 and 348; the same being between Mosier and Rowena.

I also hand you an agreement bearing date October 22nd., 1919, and executed by the Johnson Contract Company, Geo. Garnish and some thirteen or fourteen other persons, which agreement has to do with construction work on the Columbia River Highway between Mosier and Rowena, particularly defined as being between stations 290 and 348.

Yours very truly,

JMD:AF

Assistant Attorney General.

Encl. 2

JOHN W. KASTE
LAWYER AND COUNSELLOR
600-606 HENRY BUILDING
PORTLAND, OREGON

33

June 4th, 1921.

Mr. Herbert L. Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Nunn:

I am of the impression that some months ago I gave you a contract and some other documents pertaining to some work which Granish did for the Johnson Contract Company. I wish you would look it up and return them to me.

Yours very truly,

John W. Kaste

JWK-IJ.

33-3

FORM 4

R. A. SOOTH, EUGENE, CHAIRMAN
S. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

ANSWERED
6/4 HERBERT NUNN

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB4 - Letting Travel Thru.
File 27

The Dalles, Ore., June 2, 1921.

RECEIVED
JUN 3 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Please refer to section of Special Provisions for the Hood River-Mosier Paving entitled "Handling of Traffic". You will note that this provides that the highway will be open for at least one hour during mid-day of working day.

At the present time the contractors are only taking a half hour at noon on this section, and consequently the road is only open between 12:30 and 1:00. Please advise whether this shall continue or whether we shall insist that the highway be open a full hour during mid-day. Mr. Collier states that it will work a great inconvenience on the contractor if he is compelled to keep it open for an extra half hour.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

June 3, 1921

Mr. U. R. Grey,
Resident Engineer,
Heppner, Oregon.

File FR-35

Dear Sir:

Herewith we are sending you a copy of final estimate sheet on the Hosier - Rowena Grading. This estimate shows our summation of the quantities in accordance with the segregations made by you in the various stations. This estimate should have been returned to you at the time of sending the notes, but it was over-looked.

Very truly yours,

HERBERT NUHN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeBoum,

ET

Enc.

PR
35
1

June 1, 1928

Mr. U. R. Grey,
Resident Engineer,
Neptune, Oregon.

Dear Sir:

Please arrange to make surveys in the city limits of Neptune as indicated by the red portion shown on the attached tracing, and complete grading estimate on the basis of 30 feet roadway and mention estimate on the basis of a 16 foot width and 8 inch depths.

Also make vicinity sketches of the four bridge designs at the crossings indicated "A" "B" and "C" on the attached sketch and send same to Mr. McCullough, Bridge Department.

I am enclosing tracing.

Yours truly,

[redacted]
State Highway Engineer.

By

Assistant Engineer.

CC:EM
cc. Mr. C. B. McCullough, Office.
cc. Mr. R. H. Baldock, Division Engineer, La Grande, Oregon.

PR 34

June 1, 1921

VOTED
H.N.

Hood River
Museum

Mr. S. Murray,
Assistant Chief Engineer,
Union Pacific System,
85 Sixth Street,
Portland, Oregon.

Dear Sir:

Your letter of May 26th, file 126-84, regarding Whitehead at Mile post 167½ and mile post 68 on the Hood River-Mosier Section of the Columbia River Highway, is noted.

I contemplate a trip to this section next week at which time conditions will be examined and definite arrangements will be made.

In view of recent high water in the Columbia River and the subsequent washing of railroad embankments, please advise if it would be possible for your maintenance forces to utilize any of this stone in bank protection.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

COX:EM

Form 3010

STANDARD
8-20-5000

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

File:126-83A

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

May 26th., 1921.

MR. C. C. KELLEY,
Asst. State Highway Engr.,
Salem, Ore.

Dear Sir:

Reference your letter to me under date of January 4th., 1921, and my letter to Mr. H.A.Roberts under date of Jan. 14th., with copy to you and notation thereon, in regard to removal of timber barricades and rock and other debris from behind them at M.P. 67 1/4 and M.P. 68, Hood River - Mosier Section of the Columbia River Highway:

Since the rainy season is now over and the slope above the track should be fairly well dried out, will you kindly advise if there is any reason why you cannot undertake this work in the immediate future? A statement from you as to when the work can be undertaken and your views upon the matter are solicited.

Yours truly,

S. Murray
R

C. C. [illegible]
Div[illegible]

June 1st, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-26

Dear Sir:

Under separate cover we are today forwarding you blue print sets of plans for the Hood River - Mosier and the Mosier - Rowena portions of Oregon Federal Aid Project No. 26.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeBouza.

HF

CONTRACT #205,289,
332

PR 35 Rowena-Mosier-Hood River 1921

205, 289, 332 Folder # 2

Form No. 89.

B1 ✓

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date May 28, 1921

Job Name Mosier – Rowena

Week from May 23 to May 28

Mail Address The Dalles

Highway Columbia River

Telegraph or Telephone Address "

County Wasco Job Prefix 33PB3

Express and Freight Address "

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Base course of gravel finished with the exception of about 300 feet. Top course finished with exception of some patching and a stock pile. Mr Collier and myself went over the entire line on Monday with view to decide how best to raise the superelevations to meet the latest requirements of 0.1 in height to 1.0 in width. and at the same time avoid impairing the road for winter travel. In some places it can be adjusted with extra gravel used in different ways whilst in others I would recommend that the Hauser Const Co be allowed to build up with rock under their contract flat price, as being the most economical way to obtain a substantial result. Left on Wednesday for Heppner to take charge of Lexington – Heppner, Heppner – Jones Hill grading. Came back Friday to straighten out this job before turning it over to Mr Peck who has been ill, transfer equipment and wind up monthly business

NOTED
R. GLASGYER

RECEIVED
MAY 27 1921

APPROVED
MAY 31 1921

RECEIVED
MAY 31 1921
STATE HIGHWAY ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed Ulrich Grey

Title Res Eng.

FORM 4 5M-9-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]YEON, PORTLAND
W. [illegible]. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PR 37

33PB4 - Super-Elevation.
File 59.

The Dalles, Ore., May 27, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Please refer to my letter of May 25th in regard to super-elevation on curves on the Hood River-Mosier Section. On 28 degree curves the widening is carried to a point about 25 feet outside of the curve point, and where the curves are short, is carried to the maximum at the center of the curve. Where the curves are long, it is the intention to keep the greater part of the curve on the extra width.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....men,

.....teams, .....steam shovels

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* 14.0

*Miles completed* As noted

*Miles partially done* "

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* 7 men,

3 teams, 16 trucks

*Percentage of total required yardage now in place* 95%

*Surfacing will be completed about* June 18

*Number men in Engineering Party* 1

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....men,

..... teams, .....trucks

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

May 27, 1921.

POST-OFFICE BUILDING
PORTLAND, OREGON

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have checked the revised estimate for Oregon Federal Aid project No. 35 including the extension and find it necessary to make some revision as to form. We are enclosing herewith copy of the estimate which we have compiled and which, if agreeable to you, we will transmit with our recommendation for the revision of the project agreement.

We find that we have no copies of the special provisions to forward with the plans and would request that you supply four copies. An additional set of plans will be necessary for the entire project for the use of the Regional Office in San Francisco. This may be submitted by you at your earliest convenience, but the revision will go forward as soon as the special provisions are received, together with your approval of the estimate as we have revised it.

Yours very truly,

G. J. McKesson
Acting District Engineer.

Oregon State Highway Department — Federal Aid Project #35.

(Hood River-Mowena Section of the Columbia River Highway in Hood River and Wasco Counties)
Estimate as basis for Modified Agreement. Based on contract prices except for Dry Canyon Bridge.

Length 15.35 Miles — Salem, Ore., May 9, 1921.

8.97 Miles Grading, Gravelling and Drainage Structures Sta. 0/00 to Sta. 479/85 (Original Limits of Project)

| | | | | |
|---|---|---|---|---|
| 5% | Total | Clearing & Grubbing @ | $6,300.00 | $315.00 |
| 46,194 | Cu.yds. | Common Excavation | .60 | 27,716.40 |
| 96,309 | " | Solid Rock Excavation | 1.40 | 134,832.60 |
| 83,000 | Sta.yds. | Overhaul | .05 | 4,150.00 |
| 2,235 | Lin.ft. | 12" Culvert Pipe | 1.50 | 3,352.50 |
| 136 | " | 18" Culvert Pipe | 3.75 | 510.00 |
| 106 | " | 24" Culvert Pipe | 5.00 | 530.00 |
| 36 | " | 36" Culvert Pipe | 8.25 | 297.00 |
| 200 | " | 6" Porous Drain Tile | .50 | 100.00 |
| 78 | Cu.yds. | Class "C" Concrete | 30.00 | 2,340.00 |
| 395 | " | Rubble Masonry | 15.00 | 5,925.00 |
| 60 | Lin.ft. | Tunnel | 66.00 | 3,960.00 |
| 244 | Cu.yds. | S. R. Undercut Excavation | 5.00 | 1,220.00 |
| 262 | Sq.yds. | Hand Placed Rock Slopes | 1.00 | 262.00 |
| 20,000 | Cu.yds. | Gravel Surfacing | 2.08 | 41,600.00 |
| | | | Subtotal ..... | $227,110.50 |

Cost per Mile Grading, etc., including 10% Eng. & Cont., $27,850.78

- - - - - - - - - - -

4.14 Miles Bituminous Concrete Paving, Sta. 0/00 to Sta. 221 East of Mosier (Original Project)
and
6.38 Miles Bituminous Concrete Paving, Sta. 1235/11.3 to Sta. 1570/68.9 (Hood River-Mosier Extension) equals Sta. 0/00 Original Project.

| | | | | |
|---|---|---|---|---|
| 1,000 | Cu.yds. | Common Excavation | 1.25 | $ 1,250.00 |
| 500 | " | Solid Rock Excavation | 2.00 | 1,000.00 |
| 10,000 | Sta.yds. | Overhaul | .05 | 500.00 |
| 1,000 | Lin.ft. | 6" Porous Drain Tile | .30 | 300.00 |
| 13,000 | " | Wood Guard Fence | 1.10 | 14,300.00 |
| 135,750 | Sq.yds. | Preparation of Sub-grade | .05 | 6,787.50 |
| 98,807 | " | Type "D" Pavement | 2.75 | 271,819.25 |
| 6,500 | Cu.yds. | Broken Stone | 2.80 | 18,200.00 |
| 5,000 | " | Gravel | 2.20 | 11,000.00 |
| 100,963 | Lin.ft. | Shoulder Construction | .06 | 6,057.90 |
| 60 | Cu.yds. | Gravel for Drain Tile | 2.20 | 132.00 |
| | | | Sub-total ..... | $331,246.65 |

Cost per Mile of Paving including 10% Eng. & Cont., $34,636.05

Hog Canyon Bridge (Built under Grading Contract)

| | | | | |
|---|---|---|---|---|
| 150 | Cu.yds. | Class "A" Concrete | 42.50 | $6,375.00 |
| 12,500 | Lbs. | Metal Reinforcement | .10 | 1,250.00 |
| 52 | Lin.ft. | Concrete Handrail | 4.00 | 208.00 |
| 440 | " | Piling | 1.50 | 660.00 |
| 150 | Cu.yds. | Solid Rock Excavation | 1.40 | 210.00 |
| | | | Sub-total..... | $8,703.00 |

Mosier Creek Arch (Built under separate contract)

| | | | | |
|---|---|---|---|---|
| 790 | Cu.yds. | Class "A" Concrete | 35.75 | 28,242.50 |
| 70 | " | Class "B" Concrete | 30.00 | 2,100.00 |
| 95,000 | Lbs. | Metal Reinforcement | .07½ | 7,125.00 |
| 385 | Lin.ft. | Concrete Handrail | 3.25 | 1,251.25 |
| 110 | Cu.yds. | Grouted Rock Fill | 12.00 | 1,320.00 |
| 650 | " | Excavation | 4.25 | 2,762.50 |
| | | | Sub-total..... | $42,801.25 |

Dry Canyon Bridge

| | | | | |
|---|---|---|---|---|
| 350 | Cu.yds. | Class "A" Concrete | 45.00 | $15,750.00 |
| 49,000 | Lbs. | Metal Reinforcement | .08½ | 4,165.00 |
| 220 | Lin.ft. | Concrete Handrail | 3.50 | 770.00 |
| 65 | Cu.yds. | Grouted Rock Fill | 12.00 | 780.00 |
| 350 | " | Excavation | 4.25 | 1,487.50 |
| | | | Sub-total..... | $22,952.50 |

| | |
|---|---|
| Grand Sub-total..... | $632,813.90 |
| 10% Engineering & Contingencies..... | 63,281.39 |
| TOTAL..... | $696,095.29 |

ESTIMATED COST AND FEDERAL AID, BY SECTIONS

| Length Miles | Section | Type | Est. Cost Per Mi. | Fed.Aid Per Mi. | Total Est. Cost | Total Fed. Aid |
|---|---|---|---|---|---|---|
| 4.83 | Sta. 221 to Sta. 479+85 (Original Project) | Grading, Gravel Surfacing & Drain.Struct. | 27850.78 | 13,925.39 | 134,519.29 | 67,259.64 |
| 4.14 | Sta.0+00 to Sta. 221 (Original Proj.) | Grad. etc. and Bit.Conc Pav. | 62,486.83 | ~~20,000.00~~ 19,806.76 | 258,695.54 | ~~82,000.00~~ |
| 6.38 | Sta.1235+11.3 to Sta.1570+68.9 Hood River-Mosier Extension | Paving | 34,636.05 | ~~12,333.50~~ 12,458.89 | 220,978.04 | ~~79,487.73~~ |
| | Bridges over 20 ft. span | | | | 81,902.42 | 40,951.21 |
| | | | TOTALS | | 696,095.29 | 269,698.58 |

State Funds Available $426,396.71
Fed. Aid Requested 269,698.58

Fed. Aid Recommended $ 269,698.58

FORM 4 5M-9-21

P. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

ANSWERED
BY HERBERT NUNN

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB4 - Super-elevation
File 27.

The Dalles, Ore., May 25, 1921.

PR 1
3J

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In regard to superelevation on curves on the Hood River-Mosier Section of pavement, the work has all been staked out using 50% more than shown in the manual. On 56 degree curves the 20 foot width is reached 50 feet inside of the curve points, and tapers to 16 feet 50 feet outside of the curve points. On 28 degree curves 1.4 foot super-elevation is used, with the taper points 20 feet each side of the curve points. I think this will give the full super-elevation which you expect, and unless otherwise instructed, we will go ahead on this basis. When you were last here you stated that we should use 0.1 per foot on 56 degree curves, which would give an even two feet, but we are using 2.1 feet.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Mr. Collier.

Form 108.

# Oregon State Highway Commission

P.A.Ore # 38

Report of [redacted]

Field No. [redacted]

Lab. No. [redacted]

County [redacted]

Date reported [redacted]

Job [redacted]

Material [redacted]

Sampled by [redacted]

To be used [redacted]

From [redacted]

Specific Gravity - - - - - 2.60

Abrasion per cent wear - - 2.50

Remarks: Material represented by this sample is suitable for use in Bituminous

pavement

cc U S Bureau of Pub.Roads. 2
Office
J H Scott
E A Collier

Testing Engineer

FORM 4 5M-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

53PB4 - Scarifying Sub-base.
File 27.

STED
H.N.

The Dalles, Ore., May 25, 1921.

PR 31

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. C. C. Kelley.

Dear Sir:

Referring to your letter of May 23rd regarding the sub-base on the Hood River-Mosier Section, which you note from Mr. Collier's weekly report that he is scarifying. It was my intention to spike the high crown with a roller and grade off what could be done handily. On my last trip down there Mr. Collier stated that Kern was expecting to bring in some sort of a scarifier, but that he did not expect to see much use for it. The only section where we expect to cut down the crown is from Hood River bridge up to the top of the hill, where late last fall it became necessary to put on an extra lift of gravel, as the previous lift had worn off in the center. This four inches was put on, and dragging during the winter brought this to rather a high crown. As this material will pack well, and is on an especially hard base, I do not think it will be detrimental to cut down this high crown. This is the only place where this work was contemplated, and it was not contemplated to use a scarifier.

As soon as the plant is working at Mosier we will get sub-base material strung out and packed. The crusher was already to start, and the caterpiller which was brought in for power was not in good enough mechanical condition to run the crusher, and therefore Kern had to get in a steam plant, which delayed operations for a considerable time.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

PP 33

VOTED U.N.

May 23, 1921

Mr. J. H. Scott.
Division Engineer.
The Dalles, Oregon.

Dear Sir:

I note from Mr. Collier's weekly report, form 20, of May 15th that he is scarifying the sub-base on the Shelar-Bowens Section and his report would indicate that he intends to make this the general procedure.

Please be advised that it is not our intention to do this work in this manner as is clearly indicated by the special provisions covering this work. Please read the special provisions under which this contract was awarded and carry out the provisions described therein as closely as it is practical to do so.

It is realized that due to the unevenness of the sub-base that certain portions of the line will have to be re-shaped by scarifying but it is the intention to add additional fine rock and build up the base rather than to disturb it by scarifying.

Our estimates allow for additional stone to be used in the base and should there not be sufficient you are authorized to add additional stone as we figure that the success of this paving job depends largely upon the base not being disturbed. Kindly go over this with Mr. Collier and get him lined up at once.

Regarding the matter of sub-base, our specifications provide that the base shall be placed at least a mile ahead of the paving. It is therefore requested that you get action from your contractors in such manner as to get this base placed and properly maintained and by sprinkling or otherwise get the stone that is added to the existing base, consolidated in such a manner that it will not be displaced under traffic. It is figured that the base that will not support the trucks of the contractor is an inferior base for a pavement.

Yours truly,

Assistant Engineer.

CCK:LM
cc. Mr. C. H. Purcell.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F. A. 35

POST OFFICE BUILDING,
PORTLAND, OREG.

May 21, 1921.

State Highway Commission,
Salem, Oregon.

RECEIVED
MAY 23 1921
STATE HIGHWAY ENGINEER

Gentlemen:

An inspection has just been made of Oregon F. A. No. 35.

On the paving project the contractor has finally started work on grade. No maintenance work has been done although under the contract this work was to have started within 20 days after the contract was signed. Not over 500 feet of subgrade has been prepared. On the project it seems to be the impression that paving is to start within four or five days.

The specifications provide that the subbase shall be at all times complete one mile ahead of paving. This requirement wasc considered essential at the time it was inserted in the special provisions and there appears to be no reason for a modification. Constant watering and dragging are necessary and to date there is no sprinkling equipment on the project.

At the time this project was under consideration it was agreed by your department that the existing gravel and macadam surface should be left undisturbed and that high crown and irregularities were to be eliminated by building up with finely crushed stone (passing a 1" screen). About 1200 cu. yds. of this material was included in the

estimate for each mile. To date practically no stone has been placed and the grade stakes which have been set will require the scarifying of most of the existing surfacing and in some places the present surfacing will be entirely removed. This would result in attempting to lay black pavement upon a newly prepared sub-surfacing. Such construction is not that which was mutually agreed upon as the best, and will result in a decidedly inferior pavement.

In many places the grade will have to be widened and raised under the shoulders. We suggest that this might better be done with fine talus than with the more expensive crushed stone.

The Resident Engineer in setting the present grades seems to be laboring under the idea that the predent surface is to be broken up and reshaped instead of being brought up with crushed stone as has been planned. We would respectfully request that these matters be properly explained to him at once, and also that the contractor be advised that the method of procedure outlined in the specifications is to be strictly adhered to.

Between Mosier and the Marsh gravel pit the contractor has not begun maintenance. The surfacing on this section is loose and rutted. Additional fine material (sand or fine gravel) should be added at once and dragging and shaping begun and carried on until this section is smooth and compact. This work is under another contract but with the same contractor.

We trust that immediate action will be taken to get the work on both contracts carried out in conformance with plans and specifications.

Yours very truly,

District Engineer.

May 23, 1925.

R. R. 25

Walther-Williams Company,
The Dalles, Oregon.

Gentlemen:

In reply to your letter of May 20th, enclosing statement of your claim against Morrison & Mann who are engaged in state highway construction, will say that I presume this company is subcontracting the work from A. D. Yorn, who had the contract for gravel surfacing between Mosier and Rowena.

The contractors on this work have given a bond to protect labor and material claims, which has been furnished by the Hartford Accident & Indemnity Company, John Ker Co., Yeon Bldg., Portland, Resident Agents. In the event that you are unable to obtain satisfaction of your claim, it is suggested that the claim be presented to the surety company furnishing the bond, and for that reason, the statement is returned herewith.

You will understand the position of the Highway Commission in this matter in that we can not undertake to investigate each claim which may be presented, and while at the same time we desire to protect labor and material furnished, in all cases a surety bond is taken for that purpose.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

. Walther, Vice Pres. & Mgr. Geo. E. Walther, Secretary

WALTHER-WILLIAMS COMPANY

DEALER IN
DODGE BROTHERS
MOTOR VEHICLES

THE DALLES, OREGON

May 20th, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are enclosing herewith itemized statements of our merchandise and shop accounts, as rendered to May 1st, 1921, against Morrison & Kern Company, whom we understand have been doing highway work for the State.

Their merchandise account amounts to $145.63 and the shop account $6.20, both of which accounts are sworn to by our Secretary.

We desire that the State Commission protect us on these accounts.

Kindly acknowledge receipt, and oblige,

Very truly yours,

WALTHER-WILLIAMS COMPANY

By _____

WWW:LB.

PR25-

May 17, 1921

Pacific Power & Light Company,
Gasco Building,
Portland, Oregon.

Attention Mr. McArthur.

Gentlemen:

In reply to your letter of May 16th relative to your claim against the Johnson Contract Company, would say that your claim is being considered in connection with an adjustment with the Johnson Contract Company on their final payment.

The Assistant Engineer, Mr. Whitmore, who has this settlement in charge has recommended that the State pay the entire bill and deduct the amount from the Johnson Contract Company's estimate, and I presume the Commission will act favorably on that recommendation.

I regret that this matter has not been taken care of before but there has been a large number of matters to investigate in regard to final payment to the Johnson Contract Company, which has delayed the settlement of this claim.

Very truly yours,

Secretary.

R.K:M

# IFIC POWER & LIGHT COMPANY

GASCO BUILDING

PORTLAND, OREGON May 16, 1921.

Mr.Roy Klein, Sec'y. & Asst. Eng.,
Oregon State Highway Commission,
Salem, Oregon.

My dear Mr. Klein:

Some time ago I wrote you with reference to the claim we have against the Johnson Contracting Company on account of moving some of our poles near Mosier.

We have had no reply to this letter and I am wondering if the matter has ever been considered in connection with your settlement with the Johnson Company.

Very truly yours,

General Manager

LAMcA-GH

May 17-1921 -
Ltr for a Commission Pole matter Johnson Contract claim.
Recommend State pay the bill to P P & L. Co
and deduct ½ the amount for Johnson Contract Co.
& Remark -
O.K. Hammond

RECEIVED
MAY 17 1921
S[illegible] - HIGHWAY ENGINEER

May 16, 1921.

Mr. U. R. Grey,
Resident Engineer,
The Dalles, Oregon.

File PR-55

Dear Sir:

We are returning today by express final estimate, platted cross-sections, and cross-section notes on the Mosier -Rowena Section of the Columbia River Highway.

You will find that our check does not agree with your quantities as the result probably of your not listing out ditches. We cannot check classification as none is shown on the plats or in the notes.

We have found and listed many places where your notes are either not taken in full, or are not consistent. In quite a number of places we have found considerable difference in yardage.

You will find our corrections and questions on the plats and on slips of paper filed at the mile summaries. Do not erase any questions or results shown on either the plats or estimate, but check whichever result you agree with. In case of new result, show it as your final.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

Dic. by Mr. Woodford.
ET

May 12, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon

File PR-35

Dear Sir:

Under separate cover we are forwarding you detailed plans covering the pavement between Hood River and a point east of Mosier on the Oregon Federal Aid Project No. 35.

Five copies of estimate as basis for modified agreement are enclosed herewith. According to our figures the Federal Aid which is requested on this project covers the entire balance of Federal funds available. Under separate letter we are sending you three copies of the a table giving the detailed allotments to Oregon projects as they appear in our records.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeJouna,
ET
Enc.

Oregon State Highway Department. Federal Aid Project [illegible]

(Hood River-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties)
Estimate as basis for Modified Agreement. Based on contract prices except for Dry Canyon Bridge.

10.52 mi of Paving.
8.27 mi of Grading & Bridges. Salem, Oregon, May 2, 1931.

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| **Grading:** | | | | |
| 5% | Total | Clearing & Grubbing | $ 6,300.00 | $ 315.00 |
| 46,194 | cu yds | Common Excavation | .60 | 27,716.40 |
| 96,988 | cu yds | Solid Rock Excavation | 1.40 | 134,583.60 |
| 85,000 | sta yds | Overhaul | .05 | 4,150.00 |
| 2,885 | lin ft | 12" Culvert Pipe | 1.80 | 5,193.00 |
| 156 | lin ft | 18" Culvert Pipe | 3.75 | 510.00 |
| 104 | lin ft | 24" Culvert Pipe | 5.00 | 520.00 |
| 56 | lin ft | 36" Culvert Pipe | 8.25 | 297.00 |
| 200 | lin ft | 6" Perous drain tile | .50 | 100.00 |
| 76 | cu yds | Class "C" Concrete | 30.00 | 2,340.00 |
| 205 | cu yds | Rubble Masonry | 15.00 | 5,925.00 |
| 60 | lin ft | Tunnel | 66.00 | 3,960.00 |
| 244 | cu yds | S. L. Undercut Excavation | 5.00 | 1,220.00 |
| 262 | sq yds | Hand Placed Rock Slopes | 1.00 | 262.00 |
| 20,000 | cu yds | Gravel Surfacing | 2.00 | 41,600.00 |
| | | | | $ 237,110.00 |

**Mac Gowan Bridge** (Built under Grading Contract)

| | | | | |
|---|---|---|---|---|
| 150 | cu yds | Class "A" Concrete | 42.50 | $ 6,375.00 |
| 13,500 | lbs | Metal Reinforcement | .10 | 1,350.00 |
| 52 | lin ft | Concrete Handrail | 4.00 | 208.00 |
| 440 | lin ft | Piling | 1.50 | 660.00 |
| 150 | cu yds | Solid Rock Excavation | 1.40 | 210.00 |
| | | | | $ 8,783.00 |

**Hanlon Brook Arch** (Built under separate contract)

| | | | | |
|---|---|---|---|---|
| 790 | cu yds | Class "A" Concrete | 35.75 | $ 28,242.50 |
| 70 | " | Class "B" Concrete | 30.00 | 2,100.00 |
| 95,000 | lbs | Metal Reinforcement | .07½ | 7,125.00 |
| 285 | lin ft | Concrete Handrail | 3.25 | 1,251.25 |
| 110 | cu yds | Grouted Rock Fill | 12.00 | 1,320.00 |
| 690 | " | Excavation | 4.25 | 2,762.50 |
| | | | | $ 42,801.25 |

**Ten Spruce Bridge**

| | | | | |
|---|---|---|---|---|
| 350 | cu yds | Class "A" Concrete | 45.00 | $ 15,750.00 |
| 48,000 | lbs | Metal Reinforcement | .09½ | 4,440.00 |
| 280 | lin ft | Concrete Handrail | 5.50 | 770.00 |
| 65 | cu yds | Grouted Rock Fill | 12.00 | 780.00 |
| 250 | cu yds | Excavation | 4.65 | 1,162.50 |
| | | | | $ 23,902.50 |

**Paving**

| | | | | |
|---|---|---|---|---|
| 1,000 | cu yds | Common Excavation | 1.25 | $ 1,250.00 |
| 500 | cu yds | Solid Rock Excavation | 2.00 | 1,000.00 |
| 10,000 | sta yds | Overhaul | .05 | 500.00 |
| 1,000 | lin ft | 6" Porous Drain Tile | .30 | 300.00 |
| 15,000 | lin ft | Wood Guard Fence | 1.10 | 16,500.00 |
| 155,782 | sq yds | Preparation of Sub-grade | .05 | 4,787.50 |
| 98,807 | sq yds | Type "F" Pavement | 2.75 | 271,719.25 |
| 6,800 | cu yds | Broken Stone | 3.00 | 18,200.00 |
| 5,000 | cu yds | Gravel | 2.20 | 11,000.00 |
| 111,128 | lin ft | Shoulder Construction | .75 | 8,337.50 |
| 40 | cu yds | Gravel for Drain Tile | 2.50 | 100.00 |
| 500 | cu yds | Clay or Other Earth Filler | 1.00 | 500.00 |
| | | | | $ 351,346.45 |
| | | Total for Project | | 652,813.90 |
| | | 10% Engineering & Contingencies | | 65,281.39 |
| | | T O T A L | | $ 696,095.29 |

Total Length of Project 15.45 miles,
Length of Grading 8.97 miles,
Length of Paving 10.33 miles,
Cost per mile grading, surfacing and bridges over 20' span $34,931.46
Cost per mile grading and surfacing exclusive of bridges over 20' span $27,830.76
Cost per mile Paving $34,656.05

**Basis of Federal Aid:**

| | | |
|---|---|---|
| 6.58 miles @ | 17,538.02 | $ 110,488.96 |
| 4.14 " | 20,000.00 | 82,800.00 |
| 4.85 " | 15,925.29 | 67,259.65 |
| Bridges over 20' Span | | 40,951.21 |
| T o t a l | | $ 301,499.00 |

Federal Aid Requested (Balance Available) 270,698.38
State Funds Available 425,396.71
$696,095.29

Federal Aid Recommended $ _____

PPS
37-1

May 11, 1921

Jim Folsom,
Mosier, Ore.

Dear Sir:

Your letter addressed to the state engineer relative to your claim against Jesse Fulkerson has been handed to me for reply.

Steps are now being taken to have all of the claims adjusted, and I have this day suggested to the Secretary of the Commission that the check for money due Mr. Fulkerson be sent to our engineer Mr. Scott and that he pay the claims due for labor and material. You perhaps will hear from him in a day or two.

Yours truly.

JEDtAF

Assistant Attorney General.

PR
31
1

May 11, 1921

G. W. Scott,
Division Engineer,
The Dalles, Ore.

Dear Sir:

In regard to the claims due for labor and material in connection with work done by Mr. Fulmerson, I have suggested to Mr. Klein that the check for the money due Mr. Fulmerson be sent to you, and that you pay the claims for labor and material, taking receipts therefor.

I would suggest that you call in Mr. Fulmerson and have him go to the bank with you and sign the check and then you have the money deposited in your name, or his name subject to check, the checks to be countersigned by you, and the money not to be subject to Fulmerson's check at all without your signature.

In my judgment it would be better to have the money deposited in your name and your check it out.

I am enclosing all of the files which I have in this matter, including the claims which were presented. These for your information.

Yours very truly,

JF:AF
Encls.

Assistant Attorney General.

466
104
PR
35

May 11, 1921

J. H. Scott,
Division Engineer,
The Dalles, Ore.

Dear Sir:

In regard to the claims due for labor and material in connection with work done by Mr. Fulkerson, I have suggested to Mr. Klein that the check for the money due Mr. Fulkerson be sent to you, and that you pay the claims for labor and material, taking receipts therefor.

I would suggest that you call in Mr. Fulkerson and have him go to the bank with you and sign the check and then you have the money deposited in your name, or his name subject to check, the checks to be countersigned by you, and the money not to be subject to Fulkerson's check at all without your signature.

In my judgement it would be better to have the money deposited in your name and you check it out.

I am enclosing all of the files which I have in this matter, including the claims which were presented. These for your information.

Yours very truly,

JMP:AF
Encls.

Assistant Attorney General.

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

May 11, 1921

R. A. Klein,
Secretary, Highway Commission,
Office.

Dear Sir:

I am enclosing herewith a copy of a letter which I have written to Mr. Scott relative to the claims due against Mr. Fulkerson.

I have suggested that the warrant for the money due Fulkerson be sent direct to Mr. Scott, and I have suggested that Scott call Fulkerson in and have him endorse the warrant and let the money be paid to Scott so he may pay the labor and material men.

Since these men are anxious to get their pay I would suggest that this matter have your early attention.

Yours truly,

J. M. Devers

JMD:AF

Assistant Attorney General.

ABSOLUTELY FIRE PROOF
EVERY ROOM AN OUTSIDE ROOM
550 ROOMS . 300 WITH BATH
100 SAMPLE ROOMS WITH BATH
EUROPEAN PLAN

Another of Americas Exceptional Hotels

# MULTNOMAH HOTEL

ERIC V HAUSER, President

PORTLAND, OREGON

May 10, 1921.

P.R. 35

Mr. Roy A. Klein,
Sec. Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

On May 14th, 1920, Mr. Thomas Hanson, of Portland, Oregon, entered into contract with the Johnson Contract Company, of the Lumberman's Exchange Bldg., Portland, Oregon, which contract was a sub-contract for a portion of the work to be done by the Johnson Contract Company, between Mosier and Rowena, on the Columbia River Highway in Wasco County, Oregon. Mr. Hanson's contract called for all the grading and draining of said highway between engineers' Station 221 plus 00 and Station 293 pluss 00. The terms and conditions of the said contract I take for granted your department has knowledge of.

Since the Johnson Contract Company has never settled their account with Thomas Hanson satisfactorily, and neither have they shown Mr. Hanson any papers or other articles stating the amounts of material and work done between Stations 221 and 293, I, as manager for Mr. Hanson, would appreciate receiving from your department, a letter giving quantities of different classes of work done in the section for which Mr. Hanson had a sub-contract.

Kindly send me the above requested information at your earliest convenience.

Very truly yours,

W. H. Lee, Manager for
THOMAS HANSON

WHL/VH

Address,
W. H. Lee,
Multnomah Hotel,
Portland, Oregon.

MAY 11 1921

May 9, 1921

Report on claim of Johnson Contract Co. Contract No. 200, Madar-Bowman - Grading - contract awarded October 7, 1919.

Mr. Norbert Bowman,
State Highway Engineer,
O f f i c e.

PLEASE WRITE ABOVE DETAILS TO SECRETARY FOR FILING

Dear Sir:

The location survey between Madar and The Dalles was made by J. H. Scott, during the summer of 1919. C. E. Whitmore was division engineer in charge of the division, while the preliminary work was being done. C. C. Kelley took over the division August 1st, 1919 and the location and preparation of plans and estimates was under his supervision, as was also the construction work after the contract was awarded.

A contract was awarded on October 7, 1919, to Johnson Contract Company for grading 9.02 miles, between Madar and Bowman, the work to be completed on or before May 31st, 1920. The engineers estimate of cost prepared by C. C. Kelley was $272,650.00; the amount of Johnson Contract Company's bid was $223,627.50; the amount of the next low bidder, Clifton, Applegate & Poole was $249,351.25.

Johnson Contract Company was $49,022.50 below the engineers estimate, and $25,723.75 below the next low bidder.

The alignment as staked in the field at the time contractors were shown over the line, before bids were received, between stations 350 + 00 and 398 + 50 was such that it broke over the bluff, skirted the rim of the canyon, passed thru a 50 foot proposed tunnel and along a bluff into basin where a complete loop was made, the line crossing itself, necessitating a bridge and a long thorough cut.

Mr. Scott reports that the contractors who went over the line with the intention of bidding, were advised that a change of location was anticipated between stations 350 + 00 and 398 + 50. After the contract was awarded, this section of the line was changed making loops along the side hill, eliminating the bridge and long thorough cut.

Herbert Ryan - #2 5-8-1931

Under date of February 2, 1931, Johnson Contract Company submitted a letter to the State Highway Commission in regard to claim on this work. (Letter attached).

The contractor states that because of climatic conditions, being favorable for winter work, especially for station gangs, that he submitted a very low bid and claims that because of the line change he was delayed and damaged thereby in the extent of approximately $31,000.00. He also claims that payment should be made for extra yardage moved because of line change, necessitated by the blasting away of a part of the roadway along a perpendicular cliff. Claiming that the powder used was furnished by the State Highway Commission and was not a blasting powder and did not act as was expected, and denying careless shooting as charged by Mr. Kelley, Division Engineer.

He further states that at the price of $1.40 for solid rock which was bid, that he expected a loss on the scab rock between Easter and Hog Canyon, which loss he expected to overcome by profit on the heavy work and good rock on the Navarro end of the contract.

We find that a line and grade change was made between stations 358 + 00 and 398 + 50, which caused the contractor a delay, the the revision was completed February 11, 1930 instead of in March as the contractor claims.

The claim for approximately $31,000.00 is made up of the following items: Difference between price paid sub-contractors for work done within the li its of the line change and price at which he had let the work within the same limits before the line was changed, amounting to approximately $10,000.00; equipment furnished station men by the contractor at his expense which station men had agreed to furnish for themselves on the original line, amounting to $2,000.00; added loss on cook house for four months @ $1,500.00 amounting to $6,000.00.

In discussing the subletting of work to station men with the contractor, we find that it has been his experience that to make a net profit of 10% on station work the contractor must sublet to station men at a price one-third lower than the contract price. Calculations on the above basis for the quantities as shown before alignment and grade change, show that the contractor would expect to expend in furnishing camps, loss on cook house, furnishing equipment and overhead the amount of $7,857.00.

In his claim he has asked the State Highway Commission to pay $8,000.00 for equipment furnished station men and $6,000.00 for loss on mess house. These claims are not well substantiated and we recommend that they be not allowed.

The item of $18,000.00 has been reduced through our analysis to $5,206.40 as is shown more fully in this report.

We are of the opinion that the contractor suffered considerable loss in the construction of the road covered by this contract, and at the time he presented his claim to the State Highway Commission he had not analyzed his costs and did not know on what portions or from what cause his loss was sustained. Knowing that a line revision was made which caused him some delay and loss, he claimed practically all his loss was caused by the line revision, which in our opinion was not the case.

When, in discussing the claim with the contractor, he was advised that we considered his damage because of line change was only $5,206.40, he was not satisfied and brought up other points which caused us to make a thorough analysis of the entire job, and we have found that, because of other changes in the details of construction, the contractor is entitled to further relief.

When the work was advertised for bids a profile was furnished with the quantities of excavation, for each mile, listed. A bid was called for on two classifications of excavation, common and solid rock.

The portion of the line between Exeter and the top of the hill above Hog Canyon, was comparatively light work with considerable scab rock excavation, and the cost of moving such material is greater than the cost of moving solid rock in heavy side hill work such as that from Hog Canyon to Bowens. Therefore the contractor in calculating his bid, calculated the quantities of solid rock shown for certain sections @ $1.50 per cubic yard, other sections @ $4.00 per cubic yard, other sections @ $2.00 per cubic yard, and other sections at $1.00 per cubic yard, then by taking the total cost and dividing by the total quantities, determined an average price of $1.40 per cubic yard, which he submitted as his bid for solid rock excavation, and which was accepted.

During construction the quantities were increased, the more costly quantities in greater proportion than the less costly quantities, with a result that by using the final quantities, and the bid unit per cubic yard as used by the contractor in calculating his bid on each of the various sections, the resultant unit price per cubic yard was found to be $1.486 per cubic yard. The contractor bid on quantities which averaged at unit bid prices $1.40 per cubic yard, he moved quantities which averaged at the same unit bid prices $1.486 per cubic yard. It would therefore appear that the contractor was damaged 8.6¢ per cubic yard for every cubic yard of solid rock excavation allowed on 136,000 cubic yards @ 8.6¢ equals $11,764.80. However, this amount is calculated from prices which the contractor claims to have used in calculating his bid, and which in our opinion was not a well balanced calculation, as we believe his calculation price was too high on the scab rock work and too low on the good heavy work. Therefore, from cost data

submitted by the contractor and notes taken by C. C. Kelley in preparing engineers estimate of cost for comparison of bids, we have made calculations on a basis which we consider a fair unit of cost. On sections where the contractor used a unit of $1.50, we have used a unit of $1.40 per cubic yard; on sections where the contractor used a unit of $4.00 per cubic yard we have used a unit of $3.50 per cubic yard; on sections where the contractor used a unit of $2.00 per cubic yard, we have used a unit of $2.04 per cubic yard; on sections where the contractor used a unit of $1.00 we have used a unit of $1.17 per cubic yard; by taking the preliminary quantities, as used in awarding the contract, for the various sections and using our unit prices as above and then determining the average, we obtain a result of $1.40 per cubic yard, the same as was bid by the contractor.

By using the final quantities on the various sections and our unit prices, we find the average cost to be $1.452 per cubic yard, or 5.2¢ more per cubic yard than the contract price. Therefore we believe the increase of quantities caused the contractor a loss of 5.2¢ for each cubic yard of solid rock moved or 136,800 cubic yards @ 5.2¢ equals $7,113.60, which is $4,551.40 less than contractors calculations as shown. We believe that the increase of quantities caused the contractor a loss of $7,113.60 and recommend that the amount be allowed.

In regard to the line and grade change mentioned above from 358 + 00 to 298 + 50. The contractor claims that he had sublet the work to station men at prices of 40¢ per cubic yard for common and 80¢ per cubic yard for solid rock, before the change was made, and had to pay 50¢ for common and $1.05 for solid rock after the change was made and claims damages on the yardage moved at differences in prices. The contractor claims a loss of 10¢ per cubic yard on 10,842 cubic yards of common amounting to $1,084.20, and a loss of 35¢ per cubic yard on 64,835 cubic yards of solid rock, amounting to $16,171.25. We find that he did not let all the work within the limits of the line change at 40¢ for common and 80¢ for solid rock, approximately 40% of the solid rock was originally sub-contracted for 90¢. From cost data submitted by the contractor we have determined that the work on this section which was finally sublet to station men at 50¢ per cubic yard for common and $1.05 per cubic yard for solid, to which should be added the contractors cost of materials furnished sub-contractors, overhead, etc. was done at a cost to the contractor of 60¢ per cubic yard for common and $1.24 per cubic yard for solid rock. It is our opinion that had there been no line revision or delay, it would have been impossible because of the character of the work, which included a heavy thorough cut, and because of a great amount of snow which covered this section from December 5th to the middle of January, for the contractor to have been able to induce the sub-contractors or station men to complete the work, without granting concessions, which would have made his total cost approximately 85¢ for earth and $1.17 for solid rock.

In our analysis and calculations for the entire job, we have used a unit cost for solid rock excavation from station 348 + 00 to 420 + 00 of $1.17 against the contractors figure of $1.00, final quantities and contractors cost statement show that the material cost the contractor $1.24. The limits of the line change are within this section and we believe is responsible because of delay for an increase of cost from $1.17 per cubic yard to $1.24 per cubic yard. We, therefor, recommend that the contractor be allowed 7¢ per cubic yard for all material moved within the limits of the line change or 75,500 cubic yards @ .07 equals $5,285.00.

Between stations 307 + 50 and 293 + 50, the line was so located that it was necessary to blast out the roadbed along the face of a perpendicular cliff. Instructions were given the contractor that he should use extreme care on this section so that the roadbed would not be shot away. The powder used for this work was obtained by the State Highway Commission from the United States War Department and sold to the contractor. It was thought to be black powder of the ordinary blasting quality. The contractor claims that extreme care was taken in placing the charges and an excess of powder (had it been black powder as thought) was not used. When the shot was fired a portion of the roadbed was blown away. Investigations which followed show that the powder used was ammonal powder which according to Mr. Williams manager of the Portland Dupont Company branch, is quick acting and shattering, and it being of that quality, combined with gravel seams through the rock caused the shooting away of the roadbed. The line was thrown back into the bluff on the solid and the contractor was advised by Mr. Kelley, that he should move the extra yardage at his own expense. The amount of yardage which the contractor moved for which he has not been paid is 5,136 cubic yards, the classification is considered 40% common, 60% solid rock.

We recommend that the contractor be paid for the additional yardage at contract prices, namely: 2,054 cubic yards of common @ .60 equals $1,232.40 and 3,082 cubic yards of solid rock @ $1.40 equals $4,314.80. total $5,547.20.

Between stations 46 +40 and 58 +90 the contractor was allowed 23,087 cubic yards of excavation quantities. The classifiention of this material as shown on the semi-final estimate was 60% common and 40% solid rock. In viewing the work between Vesier and Rowena our attention was called to this section by Mr. Grey, Resident Engineer, who stated that the above classification had been allowed and stated that Mr. Kelley expected to reduce the classifiention to 90% common and 10% solid rock. This was done in final estimate.

We find that from this section 7,250 cubic yards were excavated, hauled and placed on the roadbed as talus base for surfacing, the work being done by special contract agreement. The agreement as made was to the effect that the contractor should receive his excavation prices for excavation and loading, the haul to be made on unit price per mile haul basis. At the time the agreement was made the contractor was receiving excavation payment on a classification of 60% common and 40% solid rock, which paid him an average of 92¢ per cubic yard for the material. After the work was completed the classification on this section was reduced to 90% common and 10% solid rock, which paid the contractor an average of 68¢ per cubic yard, or 24¢ less than he was receiving when he entered into the agreement to furnish talus for base. We believe this to be unfair and re commend the following: From the total yardage of 23,087 cubic yards between stations 46 + 40 and 58 + 90, deduct 7,250 cubic yards (talus hauled) leaving 15,837 cubic yards to be classified 90% common and 10% solid rock; 7,250 cubic yards to be classified 60% common and 40% solid rock. Making an adjustment in favor of the contractor amounts to $1,740.00.

There was a Power Line owned by the Pacific Power & Light Company adjacent to the located line on a portion of the work. A clause in the specification and contract agreement, under special provisions, states: "The contractor will be held responsible for any and all damages to, railroad, telegraph and power lines, delays to trains, and injuries to persons, and for any and all damages that may be suffered or claimed on account of the operations of the contractor."

It was necessary to change the location of the pole line on a section of the work. Mr. McArthur and Mr. Kilmore, representatives of the Power Company, Mr. Kelley and Mr. Grey representatives of the State and Herman Johnson, contractor, went over the route and determined the number of poles to be moved and the location to which they should be moved. It was determined that the contractor would be benefited by having the line out of danger of rocks thrown by blasting and that the state would be benefited by having the poles off the right-of-way, therefor it was agreed that the cost of moving the line should be divided between the State and the contractor on a 50-50 basis.

A letter from L. A. McArthur, General Manager of the Pacific Power & Light Company, states that an amount of $850.38 was expended by his company on the work in question, and the bill sent to the Johnson Contract Company for payment. He states that it was his understanding that the Johnson Contract Company was to pay the bill and collect 50% from the State. The bill has not been paid and Mr. McArthur has asked that his letter of March 25th be entered as a claim of $850.38 against the Johnson Contract Company.

Whereas, it appears that an agreement was made by all parties concerned, that the contractor and State divide the cost of moving the pole line on a 50-50 basis. Whereas, the contractor has made no settlement with the Power & Light Company. We recommend that the State Highway Commission pay to the Pacific Power & Light Company the correct total amount of the bill ($280.32), and deduct from the final estimate of the Johnson Contract Company, one-half the amount of the bill.

We believe that the following items which have been analyzed and explained in this report should be considered as additional quantities and amounts due under contract agreement, over and above quantities and amounts submitted by the Resident Engineer and approved by Division Engineer, namely:

| | | | | |
|---|---|---|---|---|
| Classification between Stations 46 + 40 and 58 + 30 | | | | |
| as submitted | 20,778 cu. yds. | common @ | .60 = | $12,466.80 |
| | 2,200 " " | B. R. | 2.40 = | 5,280.00 |
| | | Total | | $17,746.80 |

As revised

| | | | | |
|---|---|---|---|---|
| | 10,466 cu. yds. | common @ | .60 = | 11,161.80 |
| | 4,464 " " | B. R. @ | 2.40 = | 10,277.60 |
| | | | | $27,439.40 |

Additional allowance $ 1,740.60

Line change because of shooting away of roadbed - 387 + 80 - 283 + 50

| | | | | |
|---|---|---|---|---|
| as submitted | 2,900 cu. yds. | common @ | .60 = | $ 1,944.00 |
| | 10,154 " " | B. R. @ | 1.40 = | 14,215.60 |
| | | Total | | $16,959.60 |

As revised

| | | | | |
|---|---|---|---|---|
| | 4,952 cu. yds. | common @ | .60 = | $ 2,977.20 |
| | 13,236 " " | B. R. @ | 1.40 = | 18,530.40 |
| | | Total | | $ 21,507.60 |

Additional allowance 5,547.20

Total to be added to final estimate as submitted $7,287.80

Herbert Munn - #8 5-9-1921

The following we recommend for payment because of alterations in details of construction:

| | |
|---|---|
| Damage because of quantity changes | $7,113.60 |
| Damage because of line change | 5,286.40 |
| Total | $12,400.00 |

The amount of the contractor's claim as submitted by letter under date of February 2, 1921 is $25,823.45, we are recommending that amounts which total $19,567.20 be allowed. If this amount is approved and allowed the contractor will have made a profit of $324.55 on the entire contract according to his cost statements submitted.

We have spent considerable time on this claim and have analyzed features in dispute with Mr. Grey, Resident Engineer, Mr. Scott, Division Engineer, Mr. Kelley, Assistant State Highway Engineer, Mr. Devers, Assistant Attorney General, and we believe the above recommendations to be a fair and just interpretation of the contract.

Respectfully submitted,

Assistant Engineer.

P. S. Find statements and cost data attached.

SUMMARY OF CLAIM ADJUSTMENT

Meier-Bowman, Contract No. 203 - Johnson Contract Co.

| | | | |
|---|---|---|---|
| Amount of Contract as awarded | | $217,125.00 | |
| Amount of Contract as per Grey's final estimate | | 266,630.09 | |
| Increase | | | $49,497.09 |
| Contractors Cost Statement | | 286,092.96 | |
| Earned by contractor as per Grey's final estimate | | 266,630.09 | |
| Contractor's loss | | | 19,462.87 |
| Contractors Claim | | | |
| Contractors cost statement | | 286,092.96 | |
| Earned by contractor as per Grey's final | $266,630.09 | | |
| Additional amount claimed as damage | 32,823.45 | | |
| Total earned according to claim | | 299,453.54 | |
| Profit if total claim was allowed | | | 13,360.58 |

Adjustment Recommended.

| | | | |
|---|---|---|---|
| Contractors cost statement | | $286,092.96 | |
| Earned by contractor as per Grey's final | $266,630.09 | | |
| Damage because of quantities changed | 7,113.60 | | |
| Damage because of delay - line change | 5,286.40 | = | $ 19687.20 |
| Addition yardage where rondbed was shot away | 5,547.20 | | |
| Classification of material hauled for trains | 1,740.00 | | |
| Total earned if claims recommended are allowed | | $286,317.29 | |
| Profit earned if claims recommended are allowed | | | 224.33 |

Note - To be paid on Estimate $ 7,287.20
To be paid by Adjustment Voucher 7113.60
5286.40
$ 12400.00

Prepared by C. H. Whitmore, May 9, 1921. CHW.

CLAIM ADJUSTMENT DATA - Table II

Mosier-Tacoma - Contract No. 226 - Johnson Contract Company

Had no change in line, grade or quantities been made

| Contractor would have earned as per quantities and unit prices as awarded | | | | | | | Cost at fair unit prices averaging $0.60 common, $1.40 solid rock | | | | Showing profit or loss on each section | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Profit | Loss |
| 0+00 | 150+00 | 25,400 | com. | @ | .60 | $ 14,040.00 | same | @ | .60 | $14,040.00 | $ .00 | $ .00 |
| 0+00 | 130+00 | 4,150 | S R | @ | 1.40 | 5,810.00 | " | @ | 1.60 | 6,640.00 | | 830.00 |
| 130+00 | 280+00 | 15,700 | com. | @ | .60 | 9,220.00 | " | @ | .60 | 9,220.00 | .00 | .00 |
| 130+00 | 280+00 | 6,000 | S R | @ | 1.40 | 9,520.00 | " | @ | 3.50 | 23,800.00 | | 14,280.00 |
| 280+00 | 348+00 | 3,000 | com. | @ | .60 | 1,800.00 | " | @ | .60 | 1,800.00 | .00 | .00 |
| 280+00 | 348+00 | 10,700 | S R | @ | 1.40 | 14,980.00 | " | @ | 2.04 | 21,828.00 | | 6,848.00 |
| 348+00 | 354+00 | 360 | com. | @ | .60 | 216.00 | " | @ | .60 | 216.00 | .00 | .00 |
| 348+00 | 353+00 | 300 | S R | @ | 1.40 | 420.00 | " | @ | 1.17 | 351.00 | 69.00 | |
| 353+00 | 398+50 | 4,250 | com. | @ | .60 | 2,550.00 | " | @ | .60 | 2,550.00 | .00 | .00 |
| 353+00 | 398+50 | 51,915 | S R | @ | 1.40 | 72,681.00 | " | @ | 1.17 | 60,740.55 | 12,040.45 | .00 |
| 398+50 | 450+00 | 7,290 | com. | @ | .60 | 4,374.00 | " | @ | .60 | 4,374.00 | .00 | .00 |
| 398+50 | 450+00 | 43,155 | S R | @ | 1.40 | 60,369.00 | " | @ | 1.17 | 50,447.35 | 9,921.65 | |
| All other items except concrete | | | | | | 20,833.00 | " | | | 20,833.00 | .00 | .00 |
| | | Totals | | | | $ 317,133.00 | Totals | | | $317,060.50 | $32,020.50 | $31,958.00 |

Notes

In the above table it may be seen that we have made calculations showing quantities calculated at unit prices of 60¢ for common and $1.40 for solid rock as awarded in the contract. We believe some sections of solid rock to be more costly than others, and have made calculations for sections using for each section a unit price which we consider a fair one, and which averages 60¢ for common and $1.40 for solid rock, and have shown the profit or loss on each section at our prices compared with contract prices, as the contractor would be expected to do in calculating a unit price bid for solid rock. We find that had no change of line, grade or quantities been made the contractor should have suffered no loss at his unit prices bid. See Table III for effect of increased quantities.

Prepared by C. H. Whitmore, May 9, 1921.

CLAIM ADJUSTMENT - TABLE III

Mesier-Bowers - Contract No. 205 - Johnson Contract Company

Tonnage as constructed.

| Earned by contractor as per Resident Engineers final estimate of quantities | | | | | | | Cost at same unit prices used in Table II | | | | Profit | Loss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0+00 | 130+00 | 52,200 | cum. | @ | .60 | $ 19,320.00 | same | @ | .60 | $ 19,320.00 | $ .00 | $ .00 |
| 0+00 | 130+00 | 11,450 | S R | @ | 1.60 | 18,310.00 | " | @ | 1.60 | 18,640.00 | | 2,330.00 |
| 130+00 | 290+00 | 11,100 | cum. | @ | .60 | 6,660.00 | " | @ | .60 | 6,660.00 | .00 | .00 |
| 130+00 | 290+00 | 9,800 | S R | @ | 1.40 | 13,800.00 | " | @ | 2.50 | 25,250.00 | | 12,250.00 |
| 290+00 | 348+00 | 2,250 | cum. | @ | .60 | 1,770.00 | " | @ | .60 | 1,770.00 | .00 | .00 |
| 290+00 | 348+00 | 13,150 | S R | @ | 1.40 | 18,410.00 | " | @ | 2.06 | 26,226.00 | | 8,416.00 |
| 348+00 | 358+00 | 360 | cum. | @ | .60 | 216.00 | " | @ | .60 | 216.00 | .00 | .00 |
| 348+00 | 358+00 | 300 | S R | @ | 1.40 | 420.00 | " | @ | 1.17 | 351.00 | 69.00 | |
| 358+00 | 398+50 | 7,500 | cum. | @ | .60 | 4,590.00 | " | @ | .60 | 4,590.00 | .00 | .00 |
| 358+00 | 398+50 | 67,879 | S R | @ | 1.40 | 95,018.00 | " | @ | 1.17 | 79,407.93 | 15,610.00 | |
| 398+50 | 402+00 | 23,540 | cum. | @ | .60 | 14,124.00 | " | @ | .60 | 14,124.00 | .00 | .00 |
| 398+50 | 402+00 | 34,530 | S R | @ | 1.40 | 48,062.00 | " | @ | 1.17 | 40,166.10 | 7,895.90 | |
| All other items except concrete work | | | | | | 38,430.09 | " | | | 38,430.09 | .00 | .00 |
| | | | | | | $266,430.09 | | | | $273,731.90 | $23,574.90 | $30,696.00 |

Note:

Referring to Table II it may be seen that had no quantity change been made the contractor would have made a gross profit amounting to $22,880.80, and suffered a gross loss of $21,958.00, or a net profit of $62.50. Table III shows that by changing the quantities and using the same unit prices the gross profit was $23,574.90, and the gross loss was $30,696.00 or a gross loss of $7,121.91.

It can therefore be seen that the more costly quantities of solid rock excavation were increased in greater proportion than the less costly quantities causing the contractor a loss of approxi ntely $7,113.60 in moving a total of 136,000 cubic yards of solid rock excavation or a loss of 5.2¢ for each cubic yard of solid rock moved.

We therefore have recommended payment of $7,113.60.

C. H. Whitmore,
C. W. Ramser,

Prepared by C. H. Whitmore, May 9, 1921.

CLAIM ADJUSTMENT DATA - Table IV

Meier-Bowers - Contract No. 208 - Johnson Contract Company

Notes

All the excavation work from 290+00 to 480+00 was sublet to station ---.

From cost data submitted by the contractor we find the following facts:

| | | |
|---|---|---|
| Statement of cost - sta. 290 - 480 | $174,---.38 | |
| Paid to contractor for items - except grading | 10,074.50 | |
| Cost of grading and overhead | $164,---.88 | |
| Earnings of all subs | 128,---.74 | |
| Overhead charges | $ 36,195.14 | |
| Cost to contractor for grading from 290 - 480 | | $164,---.88 |
| Calculated cost 24,500 cu. yds. common @ .60 | $ 20,700.00 | |
| Calculated cost 115,650 cu. yds. S R @ 1.24+ | 143,---.88 | |
| | | $164,---.88 |

We have shown on Table II that in order to break even on the job it was necessary for the contractor to move all solid rock material between stations 348+00 and 480+00 at a cost of $1.17 per cubic yard. We find that the cost between the above stations was $1.24+ per cubic yard. It is our belief that the delay caused the contractor a loss and we recommend that he be allowed 7¢ per cubic yard for all material moved between stations 348+00 and 399+50 the limits of the line change, the quantity involved being 75,820 cubic yards @ .07 equals $5,---.40.

C. H. Whitmore.
C. E. Wanner.

Prepared by C. H. Whitmore, May 9, 1921.

PR
1
37

May 3, 1921

Frank Dick, Att'y.,
The Dalles, Ore.

Dear Sir:

Some time ago our engineer Mr. Scott, stationed at The Dalles, sent to this office some papers left with him in connection with a suit instituted by C. G. Nicholl vs. Jesse Fulkerson. It appears that the purpose of serving the papers on Mr. Scott was to attach wages due the defendant from the State Highway Commission.

I do not believe that service on Mr. Scott would be sufficient for that purpose; however, I shall be glad to advise you as to the amount of money due the defendant from the State if such information will be of any benefit to you. I have already advised the Commission to withhold any money due Mr. Fulkerson until we can satisfy ourselves that all claims for labor or material incurred in conjunction with Mr. Fulkerson's work for the State have been paid.

I have just received from Mr. Fulkerson a statement giving the names of persons furnishing labor or material in connection with his work, and the amounts due such persons; the total amount of which exhausts the money due from the State to Mr. Fulkerson, and I have been authorized, or the Commission has been authorized, to pay these claims and charge the same against Mr. Fulkerson. Among the claims is an amount of $42.00 due C. G. Nicholl.

You will agree with me that any money due Mr. Fulkerson for work for the State is a trust fund in which persons furnishing labor or material have an interest, and that such claims would have to be paid before the money could be attached for a debt not in any way related to this work. If you will advise me as to how much of the claim for which you are suing is for labor or material going into work for the State I shall be glad to see that a check is sent you for that amount.

Should there be any money left after all of the claims for labor and material have been paid, then I think you would be justified and would have a right to attach the balance for debts due, but not related to the work which Mr. Fulkerson has done for the State.

Very truly yours,

Assistant Attorney General.

JHD:F

P.R. 1
3

April 20, 1921

Mr. E. T. Johnson,
311 Lumber Exchange Building,
Portland, Oregon.

Mosier Rowena Survey
P.R. #

Dear Sirs

Mr. Bunn, upon leaving the office yesterday, instructed me to reply to your letter of April 16th, advising that no higher classification could be allowed upon talus material taken from the pit at Mosier than that recommended by Mr. Kelley and approved by Mr. Whitmore, which classification allows 10 percent solid rock and 90 percent common.

We might state, for your information, however, that Mr. Whitmore and Mr. Wanser have under consideration an adjustment in connection with talus material used in surfacing to reimburse you for the cost of loading, which you understood to be included in the classification of this material on a 40 percent solid rock basis.

Very truly yours,

HERBERT BUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ME

BRE MAIN 4484

H. M. JOHNSON, SEC'Y AND MANAGER

ANSWERED
HERBERT NUNN

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS
311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON. 4/16/21

Mr. Herbert Nunn, Highway Engr.
Salem, Oregon
Dear Sir:-

When I spoke to you yesterday about the cut in classification on the Talus pit at Mosier you said to add it to our claim and present to the Committee on claims. I went and saw Mr. Wanzer and he requested that it come to them thru you.

I have not seen the final estimate and only know by hearsay that a change has been made, but understand that it has been cut from 40 % to 10%. The two engineers who made our original classification placed it at 40 %. It strikes us that that was not too high. It was necessary to coyote and shoot before a steam shovel could dig it. The cost of coyoting, the cost of powder, the lost time to steam shovel crew when shooting and the damage to property by shots, tho this last was not heavy, were enough that it seems to us the added 35¢ above price of common is none too much to cover the expense, and WE NEED THE MONEY.

If you would instruct the committee to put the classification back to where Mr. Achibald, Gray and Scott had placed it we would appreciate it.

Respectfully

Johnson Contract Co.
by E. T. Johnson
E. T. Johnson

H.H.-
23087 cu yds classified 60% (13852) com - 40% (9235) S.R. on Semi final-
Classification for final as recommended as follows-

23087 cu yds classified 90% (21778) com - 10% (2309) S.R.

7250 hauled as talus recommend as allowance .24 per cu yd.
on addition to classification-

Semi final-
13852 @ 60 = $8311.20
9235 @ 140 = 12929.00
Total $21240.20

Final
21778 @ .60 = $13066.80
2309 @ 1.40 = 3232.60
$16299.40
7250 @ .24 = 1740.00
Total $18039.40

Diff'd.

FORM 5A 5M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED K. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Paving Estimate, Marsh Pit-The Dalles.
File 27.

The Dalles, Ore., April 18, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
APR 19 1921
STATE HIGHWAY ENGINEER

Attention Mr. Klein.

Dear Sir:

Please be advised that there was an error in the amount of guard fence on the estimate which we submitted under date of April 8th, on the Rowena-The Dalles paving, the amount of guard fence being shown on this estimate as 1080 feet. The correct amount of guard fence which will be required is 10,080. Please advise bidders to this effect, and incorporate the correct amount of fence in the contract which is awarded.

Respectfully yours,

J. H. Scott,
Division Engineer.

AHA:kl

April 16, 1921

C. G. Michol,
The Dalles, Ore.

Dear Sir:

There has been handed to me for my attention some garnishment and execution papers in the case of C. G. Michol vs. Jessie Fulkerson, and I presume it is the intention to tie up funds, if any, in the hands of the Commission belonging to the defendant. Before making an answer with reference to any property that may be in the custody of the Commission belonging to the defendant it will be necessary for me to know whether or not the debts or claims for which attachment or execution is now attempted to be made are the result of the furnishing of labor or material entering into highway construction done by or under the supervision of the defendant.

I will be glad to make a return onbehalf of the Highway Commission, but before I can do so intelligently it will be necessary for me to know the relation of your claim, if any, to the job for highway construction done by the defendant for the State.

Since I do not know the name of your Attorney I am addressing this letter to you as plaintiff in the case.

Yours truly,

JEDs:F

Assistant Attorney General.

FORM 2A 5M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED [illegible]IDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Payment of Labor.
File 20.

The Dalles, Ore., April 14, 1921.

PR 31

Fulkerson

APR 16 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are returning herewith bill of Jesse Fulkerson for hauling material and making the fill to the approaches of the Mosier Bridge. We have corrected this bill as suggested. Attached also is a carbon copy of the agreement with Jesse Fulkerson.

We are not able to locate the original, and the assumption is that it was delivered to Jesse Fulkerson.

Before payment of this bill is authorized, you will please refer the same to J. M. Devers, to whom we are mailing this date attachment papers which had been served upon us.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

April 9, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Maint. Rouse

REFERRED TO
J Bolton
BY H. N.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection has been made of Oregon Federal Aid project No. 35.

Our representative finds that the newly constructed gravel surfacing is not being properly dragged and shaped by the contractor and that, as a result, the road is becoming rough and rutted. The Resident Engineer informed our representative that he had requested the contractor to put additional blades on the project.

The same contractor now has the paving between Hood River and the Marsh Pit. Under the terms of this contract he was to begin maintenance within 20 days after the award of contract. We are advised that he has not complied with this requirement of his contract.

It is absolutely imperative that the entire project be kept constantly dragged in order to have a smooth hard uniform surface upon which to lay the bituminous pavement. We would therefore urge that you take immediate steps to secure a full compliance with the requirements of the contract and that you insist upon thorough and continuous maintenance of the entire project beginning at once.

Yours very truly,

APR 11 1921

District Engineer.

April 5, 1921

PR #55

Mr. E. A. Collier,
c/o Mr. Hood Hotel,
Hood River, Oregon.

Dear Sir:

We are in receipt of a letter from Mr. Scott, requesting that we supply you with field notes, profiles and alignment maps of the Hood River - Mosier Section. In accordance therewith, we are forwarding you blueprints of the original location maps and profiles. We are unable to supply you with the final construction alignment maps due to the fact that these maps are now being used in preparation of Federal Aid plans. The field notes, according to our records, were forwarded to Mr. Scott on October 29th.

I am of the opinion that you will not be able to make much use of the final construction notes, profiles or maps as these are not worked up in very good shape, and we believe that you will be unable to establish the final construction alignment on the ground. We believe that you will find it simpler to run a preliminary line over the constructed grade and with this preliminary line as a basis plat a new map showing the roadbed as actually constructed. After this has been done, it would be very easy to project the centerline to which you will want to construct the pavement. If you find, however, that it is desirable that you have the original construction maps so advise us and we will furnish them to you as soon as our Federal Aid plans are completed.

Very truly yours,

HERBERT HUNT,
State Highway Engineer

By

Office Engineer.

HKP:HK
c c J H Scott

...IONERS

...RY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB4 - Notes and Maps.
File 50.

The Dalles, Ore., April 2, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Will you please forward at the earliest date possible to Mr. E. A. Collier, care of Mt. Hood Hotel, Hood River, Oregon, the notes, blue print profiles, and alignment map, of the Hood River-Mosier Section. The above are for Mr. Collier's use in handling the paving on this section.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

Copy of letter to E. A. Collier sent to J. H. Scott, April 5, 1921 MF

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date 4/2/21, 192

Job Name Hood River Mosier Paving

Week from 4/1 to 4/2

Mail Address Hood River Oreg

Highway Columbia River

Telegraph or Telephone Address Lt Hood Hotel

County Hood River Job Prefix 33P04

Express and Freight Address

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Arrive Hood River noon on 4/1 from Sandy with crew transitman and two chainmen. Went over line with Scott in afternoon. Paving plant except mixer is on the ground at Mosier and erection of plant started.

Measured two large slides west of the tunnel and in afternoon made estimate on paving broken because of fills settling from Hood River to Multnomah County Line.

APR 6 1921
STATE HIGHWAY ENGINEER

APPROVED
APR 4 1921
DIVISION ENGINEER

Signed E A Collier

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Apl 1 21, 19__

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....men,

.....teams, .....steam shovels

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....men,

.....teams, ..... trucks

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....men,

..... teams, .....trucks

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

April 1 1921, 19

# OREGON STATE HIGHWAY COMMISSION

To Jesse Fulkerson
The Dalles

Dr.

Requisition No.

From Station 21plus00-Station 29plus00 on the Columbia River Highway in Mosier. January 31 - March 30 1921.

| | | | | |
|---|---|---|---|---|
| Solid rock excavation | 224 cu.yds. | @ | $1.50 per yd. | $336.00 |
| Common " | 673 " | @ | $0.60 " | $403.80 |
| | | | | $739.80 |

O.K. Chas. K. Gray
3-PB 502

please let us have a unit price for overhaul on the slide material referred to.

Very truly yours,

HERBERT NOTT,
State Highway Engineer.

By

Office Engineer.

SEP:ET
c. c. to J. E. Scott,

c. c. to U. R. Gray.

don't think that was load
a reply to this
FLK

April 1 1921, 19

# OREGON STATE HIGHWAY COMMISSION

To Jesse Fulhorsen Dr.
The Dalles

STATE HIGHWAY ENGINEER

Requisition No.

From Station 21plus00-Station 29plus00 on the Columbia River Highway in Hosier. January 31 - March 30 1921.

| | | | | |
|---|---|---|---|---|
| Solid rock excavation | 224 cu.yds. | @ | $1.50 per yd. | $336.00 |
| Common " | 673 " | @ | $0.60 " | $403.80 |
| | | | | $739.80 |

O.K. Mark Day
Supt. etc.

please let us have a unit price for overhaul on the slide material referred to.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HIP:ET
c. c. to J. H. Scott,

c. c. to U. R. Gray.

don't think that we had a reply to this
H.H.N.K

March 26, 1921

A. D. Keen,
Ft. of Hill St.,
Portland, Oregon.

File

P.R. #35

Dear Sir:

Your contract for the paving of the Sand River-Mosier Section calls for the removal of slides as an "Extra Work" item.

If it would be agreeable to your company to handle this work on a unit price basis rather than a force account basis, we would be pleased to have you quote prices for our consideration. We would prefer to have you quote a single price covering materials of all classes. Also please let us have a unit price for overhead on the slide material referred to.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:PT
C. C. to J. H. Scott,

C. C. to U. R. Gray.

We don't think that we should write a reply to this. H.H.N.

Agreement made by phone; confirmed by letter to Reed. LAP

R) PORT

..., 1921

to March 19

33PB3

mate percentages of time on each)

map at

Road Rives – Mosier Tunnel

Finished Rowena Point maps

Contractor started force account crews moving sleds and boulders off the roadbed. Tried to start gravelling but could not get loaded trucks away from plant as ground was still too soft. Then came heavy rains so that it will be at least two weeks from date before any gravel can be laid on this section.

Erected detour signs at both ends of the job.

Contractors supt is digging test pits on Roads place 4½ west of The Dalles with a view to getting cheaper gravel. Not sufficient prospecting done yet to be able to give a definite report.

Heavy rains nearly every day

Signed Ulrick R Grey

Title Res Eng

Form 10

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Mosier - Rowena Date March 19, 1921

Week from March 14 to March 19

Highway Columbia River Job Prefixes 33PB 33PB3
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wasco

Survey will be completed about Number in party

Camp location The Dalles

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

One man for two days on parking site map at Hood River - Mosier tunnel

Finished Rowena Point maps

Contractor started force account crews moving slides and boulders off the roadbed. Tried to start gravelling but could not get loaded trucks away from plant as ground was still too soft. Then came heavy rains so that it will be at least two weeks from date before any gravel can be laid on this section.

Erected detour signs at both ends of the job.

Contractors supt is digging test pits on Roads place 4½ west of The Dalles with a view to getting cheaper gravel. Not sufficient prospecting done yet to be able to give a definite report.

Heavy rains nearly every day

Signed Ulrich Frey

Title Res Eng

PR
3V1

March 17, 1921

Mr. A. D. Kosta
519 Lumber Exchange Building.
Portland, Oregon.

Dear Sir:

I am handing you herewith four copies of the contract for the paving of the Hood River-Mosier Section of the Columbia River Highway in Wasco County, our contract No. 332.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the State Highway Commission after which we willbe pleased to return you one copy for your files and one copy to the surety company furnishing your bond.

Yours truly.

Secretary.

PAK:LM

March 14, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PE-65

Dear Sir:

Reference is made to the enclosed statement of quantities and cost of construction on two cattle passes on the Hosier-Rowena Section, Contract No. 205.

As this statement will be filed with the final records of the job, we would like an explanation as to why the force account bill for $9.91 was subtracted from the payment to the contractor as shown on the recapitulation sheet.

Kindly return the enclosed sheets with the information requested.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by L. E. Parsons,
EF
c. c. to Ulric R. Grey.

March 5, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Ore. File FR-35

Dear Sir:

Herewith we are sending you five copies of Unit Price Analysis and Estimate of Cost for surfacing the section between Hood River and Sta. 221, east of Mosier, on Oregon Federal Aid Project No. 35.

You will note that the estimate which we are sending is based only upon paving items which are being advertised for bids to be received on March 8th. As soon as the plans for the additional section are completed, we will furnish you with an estimate as basis for modified agreement, which will be based upon the quantities and contract prices for the entire project.

You will note that we have based our Federal Aid requested upon 6.37 miles at $18,148.51, which is half of the estimated cost per mile of this paving, and upon 4.13 miles at $6,074.61, which is the sum of $20,000.00 per mile of project, less the average cooperation per mile already in force on the section between Mosier and Rowena. Will you please advise us whether this method of figuring the cooperation is correct, and whether it should be used in preparing the estimate as basis for modified agreement.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
HT
Enc.

...on State Highway Department. Federal Aid Project No. 35.

## Hood River-Mosier Section of the Columbia River Highway in Wasco County

(Estimate to accompany first plans. Not as basis for project agreement. This estimate covers only the items for paving the section from Hood River to Sta. 221.)

10.55 Miles of Paving.

Salem, Oregon, March 4, 1921.

| | | | |
|---|---|---|---|
| 1,000 cu yds | Common Excavation | $ 1.00 | $ 1,000.00 |
| 500 " | Solid Rock " | 2.00 | 1,000.00 |
| 10,000 sta yds | Overhaul | .05 | 500.00 |
| 1,000 lin ft | 6" Porous Drain Tile | .40 | 400.00 |
| 50 cu yds | Rubble Masonry | 13.00 | 650.00 |
| 13,000 lin ft | Wood Guard Fence | 1.15 | 14,950.00 |
| 300 cu yds | Slope Walls | 1.50 | 450.00 |
| 1,250 lin ft | Masonry Parapet Wall | 3.25 | 4,062.50 |
| 139,000 sq yds | Preparation of Sub-grade | .08 | 11,120.00 |
| 101,000 sq yds | Type "D" Pavement | 2.68 | 270,680.00 |
| 6,500 cu yds | Broken Stone for Sub-grade | 3.00 | 19,500.00 |
| 7,000 cu yds | Broken Stone or Gravel for Shoulders | 3.00 | 21,000.00 |
| 110,500 lin ft | Shoulder Construction | .10 | 11,050.00 |
| 50 cu yds | Broken Stone or Gravel for Tile | 3.00 | 150.00 |
| 700 cu yds | Filler for Shoulders | 1.00 | 700.00 |
| | Sub-Total | | 357,212.50 |
| | 10% Engr. and Cont. | | 35,721.25 |
| | Total | | $ 382,933.75 |

Cost per mile 36,297.03

State Funds Available $ 241,935.88

Federal Funds Requested 140,997.87

Total $ 382,933.75

Note: Federal Aid is based on

| | | |
|---|---|---|
| 4.18 miles at | $ 6,074.61 | $ 25,391.87 |
| 6.37 miles at | 18,148.51 | 115,606.00 |
| | | $140,997.87 |

# UNIT PRICE ANALYSIS

[illegible], Hood River-Mosier.

County, Hood River and Wasco.

Pavement, Type "D", 3" Base, 2" Top. Date of Estimate March 4, 1921.

| | Asphalt Ton | Filler Ton | Sand Cu Yd | Rock Cu Yd | |
|---|---|---|---|---|---|
| Point of Origin | Richmond | Morgan | Local | Local | |
| Cost at Point of Origin (f. o. b.) | $1.50 | 3.00 | - - | - - | |
| Crushing, Screening, etc. | - - | - - | .50 | 1.25 | |
| Freight | 9.20 | 1.00 | | - - | |
| Length of Haul (f.o.b. to plant) | 1.0 | 1.0 | 1.5 | - - | |
| Hauling, Handling, etc. | 1.25 | 1.25 | 1.25 | 0.25 | |
| Total | 31.95 | 5.25 | 1.75 | 1.50 | |
| 10% Loss in Handling | 3.19 | .52 | .17 | .15 | |
| Total | 35.14 | 5.77 | 1.92 | 1.65 | |
| Quantity per 1,000-lb Batch | .031 | .015 | .1825 | .1985 | Pavement Sq Yd |
| Cost " " " " | 1.09 | .09 | .35 | .33 | 1.86 |
| Mixing " " " " | | | | | .75 |
| Haul " " " " (Av. 2.3 Mi) | | | | | .57 |
| Total | | | | | 3.18 |
| Average Pull | | | | | 1.84 |
| Cost per square yard | | | | | 1.73 |
| Placing, Rolling, Headers, etc. | | | | | .35 |
| Seal Coat | | | | | .10 |
| Preparation of Sub-grade | | | | | None |
| Equipment, Superintendence, Overhead, etc. | | | | | .15 |
| Total Cost to Contractor | | | | | 2.33 |
| 15% Profit | | | | | .35 |
| Estimated Bid Price | | | | | 2.68 |

Feb. 24, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File 23-65

Dear Sir:

The State Highway Commission has ordered the advertisement for paving of the section of the Columbia River Highway between the east end of the Hood River Bridge and Sta. 221 east of Mosier.

It is desired that Federal Aid be secured on this paving and we wish at this time to formally place the matter before you for an extension of the Mosier - Rowena Section, Oregon Federal Aid Project No. 35, to include the work between the west end of this project and the Hood River Bridge.

It is our understanding that an additional project agreement will not be required for this section, and that it will simply be necessary for us to submit detailed plans of the additional section, and a revised estimate as basis for modified agreement. We shall take up the matter of preparation of plans with our field engineers and hope to be able to supply you with these in the very near future.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeBoung.
ET

February 21, 1919.

Mr. J. P. O'Brien.

Director General of Railroads.
Wells-Fargo Building.

Portland. Oregon.

Dear Sir:

Your letter of the 19th, addressed to the State Highway Commission concerning the proposed work in Morrow county near what is designated as "mile-post 68" has been handed to me by the Commission with the request that I take the matter up with you.

I note from the date of your letter that it was written before the report by Mr. Nunn, which was made on the 20th, and it occurred to me that the facts and representations presented in his report to the Highway Commission, a copy of which, I understand, was mailed to you, it may make it possible for you to view the matter differently than indicated in your letter of the 19th.

I tried to get you on the telephone to-day. but was advised that you are out of the city. I would like to have you write me at your earliest convenience, addressing me at Eugene, if the letter is written before Monday, next, otherwise, addressed to me at Salem, c/o Attorney-General's office, stating whether or not it is possible for us to effect some satisfactory arrangement which will protect the company, and at the same time relieve the Highway Commission from the expense of building such wall as the company has demanded.

Thanking you for a reply. I am

Yours very truly.

JMD:S.

February 20, 1919.

To the Honorable State Highway Commission.

Gentlemen:

In company with Mr. Murray, Chief Engineer of the O.-W. R. R. & N., I inspected the right of way between Hood River and Mosier near Mile Post 68 on Tuesday, the 18th instant.

Find enclosed a typical cross section of the shell rock slide at this point. The conditions found and the facts established are enumerated as follows.

1. That the state highway is at a distance of 350 feet from the railway, horizontal measurement, and 450 feet measured on the slope.

2. That the railroad is located at the toe of this slope and that the highway is located at the extreme upper portion of the slope near a perpendicular cliff or at the apex of the slide.

3. That the state highway right of way does not encroach on the right of way of the railway company.

4. That this slide originally had a slope approximating 1½:1 and was apparently, before the railroad was constructed, in a stable condition.

5. That at this time the lower one-third of the slope has been moving either due to the vibration of the trains or because the railway cut into the toe of the slope and disturbed its equilibrium and that a large amount of material has been moved by the railway company at this point which has caused the slope to assume a more acute angle.

6. That the upper one-half of this slope now approaches a 1½:1 and is in a stable condition and has not been moving for many years, as is evidenced by large fir trees now standing in a vertical position below the present highway li

7. That because of the vibration of trains or because of removal of the toe of the slope by the railway company, it is more than likely that this slide will continue to move until it reaches the apex. The upper half of this slide, however, has not moved since the railroad was built.

8. That the railway company has constructed a light retaining wall about 3 feet high near the present toe of the slope and has excavated a large amount of material between the railway and the present toe of the slope, which leaves a pocket of sufficient size to catch small slides occurring during winter months. It also catches detached stones which may have become loosened and rol down the slope.

he railway company makes the request of the Highway Commission:

1. That a concrete retaining wall be constructed on the same alignment wall built by them, high enough that when this shell rock slide has been loped by hand from the top of the wall upwards that it will restore a natural lope. They maintain that this will place the slope in a stable condition and that no further slides will occur.

If the railway company's request is carried out, in order to get material enough to bring this natural slope to the top of the wall it will be necessary to disturb the upper half of the slope, which is now in a stable condition, and would probably start the whole slope to moving. A study of the profile will convince you as to the facts of the above statements.

2. The railroad further contends that the Highway Commission will set in motion this slope through operations of steam shovel and blasting.

I believe the company's contention is not substantiated, excepting as to a rock cliff which we intended to remove. This has been overcome, however, by promising Mr. Murray to extend our tunnel to cover this point. We, furthermore, have offered to have loose material at the top of the slope removed very carefully under the supervision of the railway company and agreeing to pay for such watchmen and flagmen or other workmen as are necessary to protect the track from loose stone that might become detached.

We have, furthermore, promised that no material would be overcast but all material would be hauled back over the roadbed to such a point that it will be in the clear of the railroad company's property.

3. The railway company further contends that loose stone will be detached and will roll down upon the company's right of way.

This contention is true and there is no way in which it can be prevented, but, by arranging with the railway company to maintain signalmen and workmen at that point during this construction under the supervision of their own engineer and at our expense, this danger can be eliminated as far as the danger to life is concerned.

Further, I would recommend that the Highway Commission make an agreement with the railway company while working at this point that we pay the expenses of a railway engineer and such workmen and flagmen as are necessary and to take such other precautions as may be found expedient by their own engineer during the progress of the work, and that some arrangement be made with our own contractor that this work can be carried out successfully and in a safe manner.

4. The railway contends further that in the course of time the state highway will be undermined by the constant sliding of the lower part of the slope and that it is a dangerous place to build the highway.

I will answer this by saying that it is the only place we can construct the highway except by following a water grade and that the upper portion of this slide has not moved for at least 200 years, as is shown by the trees now standing

...nd that in spite of the fact that the railway company has di... ...rt of the slide, the disturbance has not yet extended half way u...

The contention may be found true in the course of years and it may be necessary at that time to shoot into the rock cliff to get a stable roadbed for ourselves.

I am further of the opinion that when the highway has removed the top of the slope and has picked up the drainage that it will tend to stabilize the slope near the top.

The constructing of a higher wall than the railway company now has might have a tendency to stop rolling stones which have been coming down for many years and which will continue to come down, but it is my further opinion that if the slope is carried out to the top of the wall, these stones would have more of a tendency to strike trains or to drop onto the track than to leave the slope and wall in its present condition.

Should a very large slide occur on this slope which would disturb it its entire distance, as has been anticipated by the railway company, it would carry away any wall which we might construct, and if a concrete wall of the height demanded was overturned, it would be a very serious obstacle to the repair of the railway grade.

I should suggest that if it is decided by the Highway Commission to construct a wall at the toe of this slope, that it be a masonry wall constructed of the stone found available on the spot and that it should not be constructed more than 6 feet high -- merely enought to stop rolling stone -- and I should further recommend that under no condition should the slopes as they now stand be disturbed.

The width of the present slide is about 300 feet and it will be necessary to construct a wall the entire width to stop rolling stones. The costs on the profile have been given for such a wall as Mr. Murray suggested to me on the site of the work.

Respectfully submitted,

State Highway Engineer.

HH:HI

Form 1 12-18-1918

UNITED STATES RAILROAD ADMINISTRATION
[redacted], DIRECTOR GENERAL OF RAILROADS

OREGON-WASHINGTON RAILROAD & NAVIGATION LINES
SOUTHERN PACIFIC RAILROAD (LINES NORTH OF ASHLAND)
NORTHERN PACIFIC TERMINAL OF OREGON
THE SAN FRANCISCO & PORTLAND STEAMSHIP LINES
PACIFIC COAST RAILROAD

J. P. O'BRIEN
FEDERAL MANAGER

WELLS FARGO BUILDI
PORTLAND, OREG

February 19th, 1919.

RECEIVED
FEB 20 1919
STATE HIGHWA
ENGINEER
Orego

State Highway Commission,

Salem, Oregon.

Gentlemen:

Pursuant to conference held in this office Monday February seventeenth, which was attended by Commissioner Thompson, Chief Highway Engineer Nunn, and Division Engineer Manche O. Bennett, Messrs. Nunn and Murray inspected shell rock slope near Mile Post 68, which was subject of our discussion, and we understand from Mr. Murray that inspection resulted in an opinion by Mr. Nunn that construction of the Columbia River Highway along top of this slope can be accomplished without substantial menace or danger to the railroad or its operation.

We have had twenty five years experience with slopes and in dealing with this class of material and feel alarmed because of the conclusions of Mr.Nunn as to his ability to construct the highway without making a substantial provision at the foot or toe of the slope to hold back material, for purpose of removing hazard and any possible chance of interruption to traffic.

The action of the contractor in prosecuting this work under the direction of the Highway Engineer will place us in a very embarrasing position and presenting a serious menace to the operation of the railroad. We would be recklessly indifferent to our responsibilities in the premises, if we permitted it to proceed without a most earnest appeal to you not to authorize it and we, therefore, submit this communication as an urgent request that precaution urged by us at the conference be taken, namely, the construction of a substantial concrete foot wall to hold back material.

Yours truly,

L. B. Berry

Copy for State Highway Department
OREGON R

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date January 22, 1921

Job Name Mosier - Rawena

Week from Jan 17 to Jan 22

Mail Address The Dalles

Highway Columbia River

Telegraph or Telephone Address

County Wasco Job Prefix 33PB

Express and Freight Address

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

January 17 Party platting and checking final records.
" 18 Ran traverse for parking site immediately east of twin tunnels. X sectioned 21+50 to 26+00
" 19 Party platting and checking final records
" 20 Ran traverse for parking site at Rawena Point.
" 21 Two men on final records.
" 22 " " " " " "
One man sick one day.
Instructions from Mr Scott to start cleaning up ditches etc to improve drainage.
Weather generally fair, some snow.

APPROVED
JAN 24 1921
DIVISION ENGINEER

NOTED
H. B. GLAISYER

Signed Ulrich R. Grey

Title Res Eng

(See back of this sheet for instructions and detailed information.)

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*steam shovels*

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job* 33PB ..... *Percentage* 86%

*Other jobs* ..... *Percentage* .....

*Other jobs* ..... *Percentage* .....

*Other jobs* ..... *Percentage* .....

Copy for State Highway Departmen

OREGON PI

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE

REFER TO FILE NO. B-1.

January 20, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover project No. 35 Oregon has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LMB/fm

Oregon Project No. 35, Federal Aid Road Act,
July 11, 1916 (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 35; and

WHEREAS, the said State Highway Commission has requested approval of a revision in the plans and specifications approved for said project to provide for placing thereon a surfacing of gravel not previously provided for, and by reason thereof, has requested that the estimate of cost approved for said project be increased from $285,963.97 to $331,723.97, and the Federal funds approved and set aside to the credit of said project be increased from $142,981.98 to $165,861.98:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications as approved for said project be revised in the manner above recited and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred and sixty-five thousand, eight hundred and sixty-one and 98/100 dollars ($165,861.98) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

To Article III shall be added paragraph (c) to read:

"(c) The Highway Department, for and in consideration of the granting of $165,861.98 Federal aid on the improvement contemplated under this agreement and subject to such limitations on its authority as now are or hereafter may be imposed by the laws of the State of Oregon, hereby agree that within a reasonable time after the completion of the improvement provided for by this agreement it will place, or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U. S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the Highway."

Article IV shall read:

"Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of one hundred and sixty-five thousand, eight hundred and sixty-one and 98/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty percent of three hundred and thirty-one thousand, seven hundred and twenty-three and 97/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission on the 4th day of January 1921, and the Secretary of Agriculture on the 4th day of December 1920.

State Highway Commission of Oregon

By _____
Member, State Highway Commission

By _____
Chairman, State Highway Commission.

E. W. Ball
Acting Secretary of Agriculture

By _____
Member, State Highway Commission.

Supplement of Certificate of approval of plans, specifications, and estimates, executed August 24, 1920, to cover Oregon Federal Aid Project No. 55. Form No. PR. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between end of Standard grade west of Mosier and town of Rowena locally known as the Columbia River Highway, Mosier-Rowena Section, Wasco County, and designated in the records of this Department as Project No. 55, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 331,723.97 as the total estimated cost of said project, and the sum of $ 22,880.00 in addition to the $142,981.98 approved by certificate of August 24, 1920, as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 4th day of December one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. W. Ball

Acting *Secretary of Agriculture.*

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date January 8, 1921

Week from January 3 to January 8

Job Name Mosier - Rowena

Mail Address The Dalles

Telegraph or Telephone Address "

Highway Columbia River

Express and Freight Address "

County Wasco Job Prefix 33PB

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

January 4 & 5 Self worked on final estimate.
Baker two days on 33RJ. Three days taking
car #105 to Salem and licence examination.

Nothing doing on 33PB3.

Weather, rain and snow with two fair days.

APPROVED
JAN 11 1921
ENGINEER

RECEIVED
JAN 11 1921

NOTED
JAN 12 1921

Signed Ulric R Grey

Title Res Eng.

(See back of this sheet for instructions and detailed information.)

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....men,

.....teams, .....steam shovels

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....men,

.....teams, ..... trucks

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

### INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....men,

..... teams, .....trucks

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

Jun. 18, 1921.

Hartford Accident & Indemnity Co.,
430 California Street,
San Francisco, Calif.

File PR-35

Gentlemen:

We are in receipt of your letter of the 11th inst. making inquiry regarding the surfacing of the Hosier - Rowena Section of the Columbia River Highway in Wasco County.

We beg to advise that on Dec. 10th this surfacing was approximately ~~12½~~ 25% complete. No payments have been made since that date.

Very truly yours.

HERBERT HUNN.
State Highway Engineer.

By

Secretary.

Dic. by J. W. DeSouza.
ET

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

# HARTFORD ACCIDENT AND INDEMNITY COMPANY

HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
430 CALIFORNIA STREET, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
*Manager*
PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, Jan. 11, 1921

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Re:- Bond No. 218845 - A. D. Kern - Surfacing Mosier-Rowena Section of Columbia River Highway in Wasco County.

---

Please advise us if the above contract has been completed and accepted, and if so what was the total amount paid to the Contractor.

Your early advices in this connection with very greatly oblige

Yours very truly,

Asst. Supt. Surety Dept.

AWH/T.

Jan. 18, 1921.

Clemens, White & Coleman, Inc.,
203 Stevens Bldg.,
Portland, Oregon.

File ET-35

Gentlemen:

We are in receipt of your letter of the 10th inst. making inquiry regarding the status of contracts awarded by this department to the Johnson Contracting Co.

We beg to advise that we have only one job under contract to this firm upon which final payment has not been made. This one job is the Mosier - Rowena Section upon which the work has been completed, although the sum of $8,086.93 is being withheld pending complete check of the final estimate quantities.

Very truly yours,

HERBERT NUNN.
State Highway Engineer,

By

Secretary.

Dic. by J. W. DeSouza,
ET

H. E. COLEMAN, TREASURER  MRS. W. J. CLEMENS, SECRETARY

**CLEMENS, WHITE & COLEMAN, INC.**
GENERAL INSURANCE
NOS. 202 AND 202A STEVENS BUILDING
TELEPHONE MAIN 694
PORTLAND, OREGON

FIRE
LIABILITY
AUTOMOBILE
ACCIDENT
HEALTH
PLATE GLASS
BURGLARY
STEAM BOILER
SPRINKLER LEAKAGE
MARINE

NORTH BRITISH & MERCANTILE
NORTHWESTERN NATIONAL
NEW ZEALAND
PHOENIX ASSURANCE CO.
SECURITY
NATIONAL LIBERTY
ROCHESTER UNDERWRITERS
NEW AMSTERDAM CASUALTY

Jan. 10, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: JOHNSON CONTRACT CO.

We have bonded the above corporation on a number of road jobs in the State of Oregon, and at this time we are trying to verify their financial statement, and determine the condition of contracts that they have on hand.

Will you kindly inform us how near completion the Mosier-Rowena job is at the present time?

copy of bond sent
$8,486.03

We would also thank you to advise the amount of percents retained under date of January 1st, 1921.

Thanking you in advance for this information, we are,

Yours very truly,
CLEMENS, WHITE & COLEMAN INC.
By W. H. White
Manager Casualty & Bond Depts.

WHW:MS

PR
35-1

1

The Dalles
January 12 1921

The undersigned, Jesse Fulkerson, hereby agrees to grade the uncompleted section of the Columbia River Highway through the town of Mosier, more particularly between Station 21+00 and Station 29+00, to the satisfaction of the engineer, and to haul the material, without extra charge, to make a suitable backfill at each end of the Mosier Arch bridge. The price to be paid for excavation to be $0.60 (sixty cents) for common material and $1.50 (one dollar and fifty cents) for solid rock.

Oregon State Highway Commission specifications to govern this work.

(signed) Jesse Fulkerson

Witness: District Eng.
Middaugh

APR 16 1921

January 12, 1921

P. R. 35 & 36

Johnson Contract Company,
311 Lumber Exchange Building,
Portland, Oregon.

Attention Mr. E. T. Johnson.

Gentlemen:

Relative to your claims in connection with the Bowens-Mosier contract made verbally at the Commission meeting on January 5th, 1921, will you please submit the same in writing so that an opportunity may be given to the Highway Engineer to investigate them in detail and prepare a report to the Commission on this matter.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

January 11, 1921

33 PB

Johnson Contract Company,
311 Lumber Exchange Building,
Portland, Oregon.

Gentlemen:

I am returning herewith the bills from the Pacific Power & Light Company, which were submitted with your letter of June 7th. Please refer to page 73, paragraph 2, under Special Provisions of your contract, in which it is stated that (Protection of railroad and telegraph and power Lines) the contractor will be held responsible for any and all damage done.

During an inspection of this work with Herman Johnson of your firm, it was agreed by myself that you would be granted a concession in this matter and the State would absorb half of the expense incident to moving these power poles.

Bills covering half of this amount, properly receipted will be honored when submitted.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
Encls.

PR 35/

January 11, 1921

33 PB

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Your file 53 - 33 PB 3, of January 5th regarding the force account bills which were occasioned by detours around uncompleted bridge jobs, received.

The bills covering work at Hog Canyon occasioned by the incompletion of the bridge by the Johnson Contract Company should be referred to the grading contractor for adjustment.

Citing paragraph 2, page 6 of our Standard Specifications, caption (Different Contractors) please note the attached letter from the bridge department covering work at Dry Canyon.

This will be handled on an extra force account order and chargeable to the surfacing job.

Statements submitted are returned herewith.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
Encls.

FORM 4 10M-9-20

...RENSON, PORTLAND, CHAIRMAN
N. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

3&PB - Removal of Telegraph Line.
File 48.

The Dalles, Ore., Jan. 8, 1921.

JAN 10 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Herewith attached is file referring to the bill of the Pacific Power & Light Company for moving their power line, or transmission line, between Stations 455 and 480, just west of Rowena.

I note your statement that the power company should not be allowed payment for the material with which they have billed us. Upon inquiring into this matter, I find the condition to be that it was necessary to move the line from within the limits, which would be at State expense. In order to insure safety from damage and blasting, the line was moved to a considerable distance from the edge of the right of way, though I do not know whether this was done at the contractor's request. According to the agreement referred to, this then should be borne 50% by the contractor and 50% by the State. There is no way to make a definite segregation and estimate the greater cost occasioned by moving to this greater distance, but it seems to me that it would not be unjust to ask the contractor to bear half the expense of the materials shown on this bill, which total amount for material amounts to approximately $300.00.

I think the Pacific Power & Light Company are entitled to the bill as rendered, as the material was not used in the repair of their line, but was necessarily used, as the change lengenthed out the line by some little distance, thereby requiring more material. As their line was originally in shape to serve its purpose for them, as the line is longer in its new location, extra material would be required for which they are billing us. I would recommend that the bill be paid as stated, but that perhaps the Johnson Contract Company should be billed for their half of the material.

Respectfully yours,

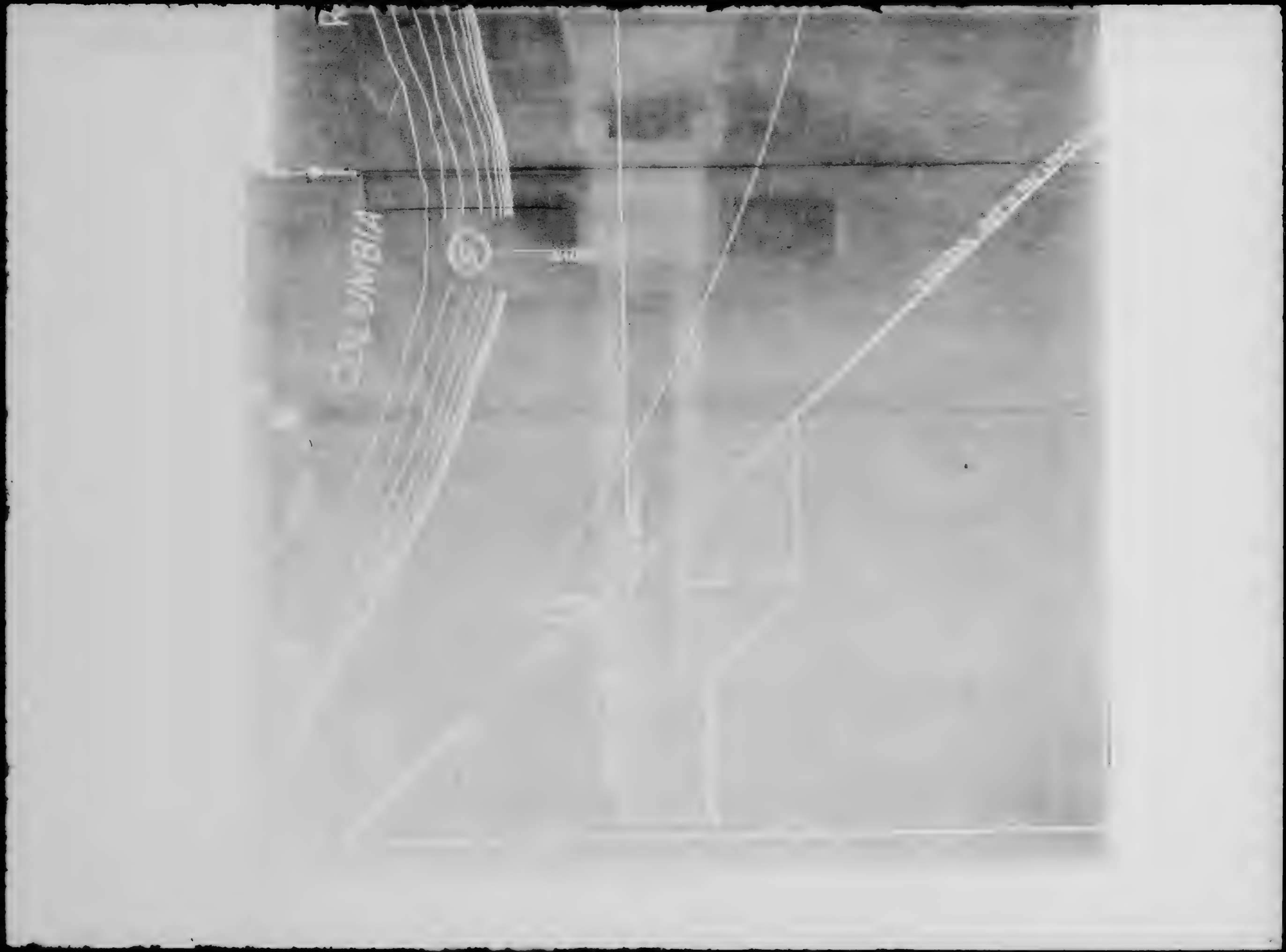
J.H.S. - KL

J. H. Scott,
District Engineer

Note:
Revised to show existing
October 1st, 1921.
See Book 4641.

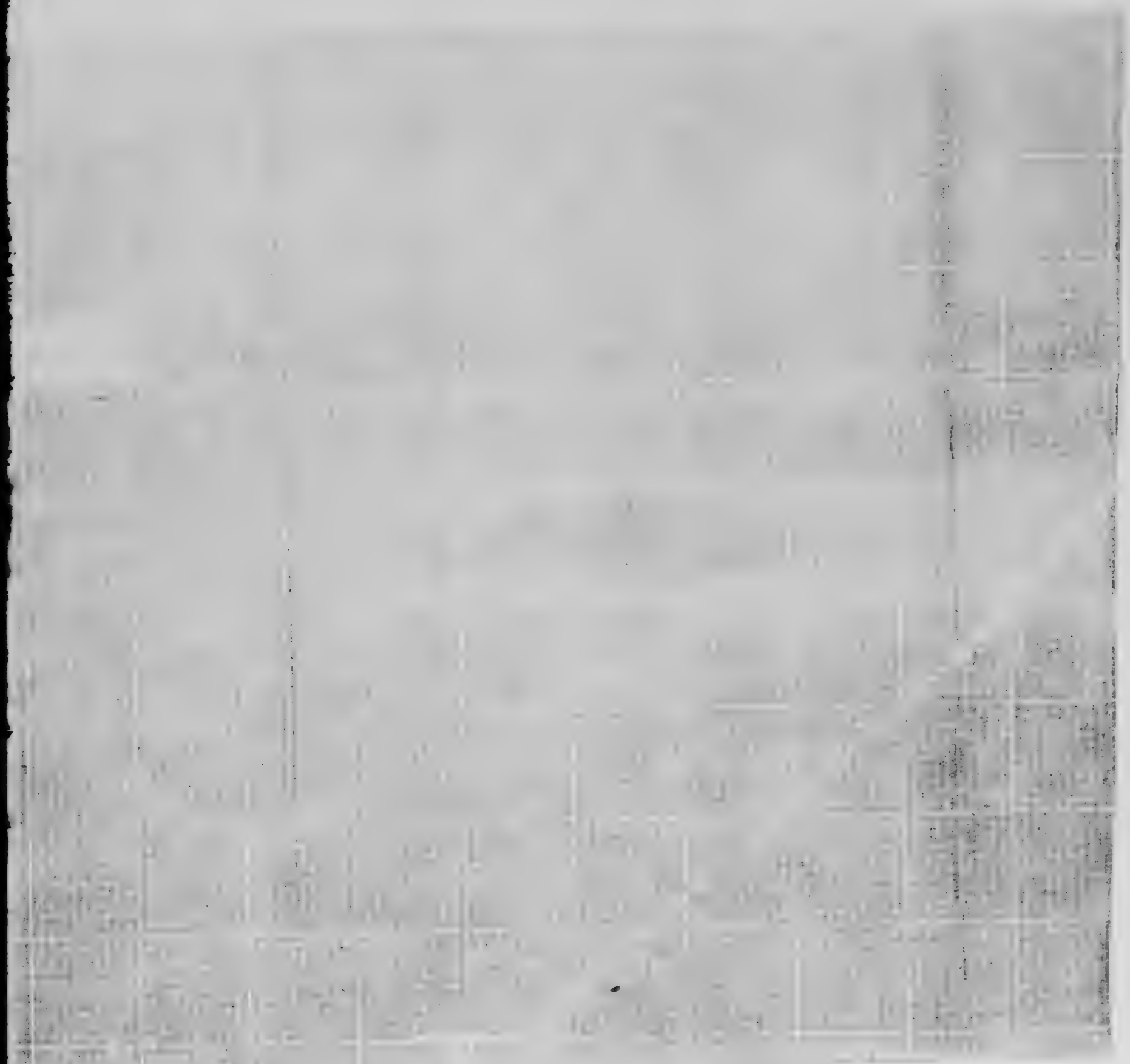
Note:
Revised to show existing condition.
October 1st, 1921.

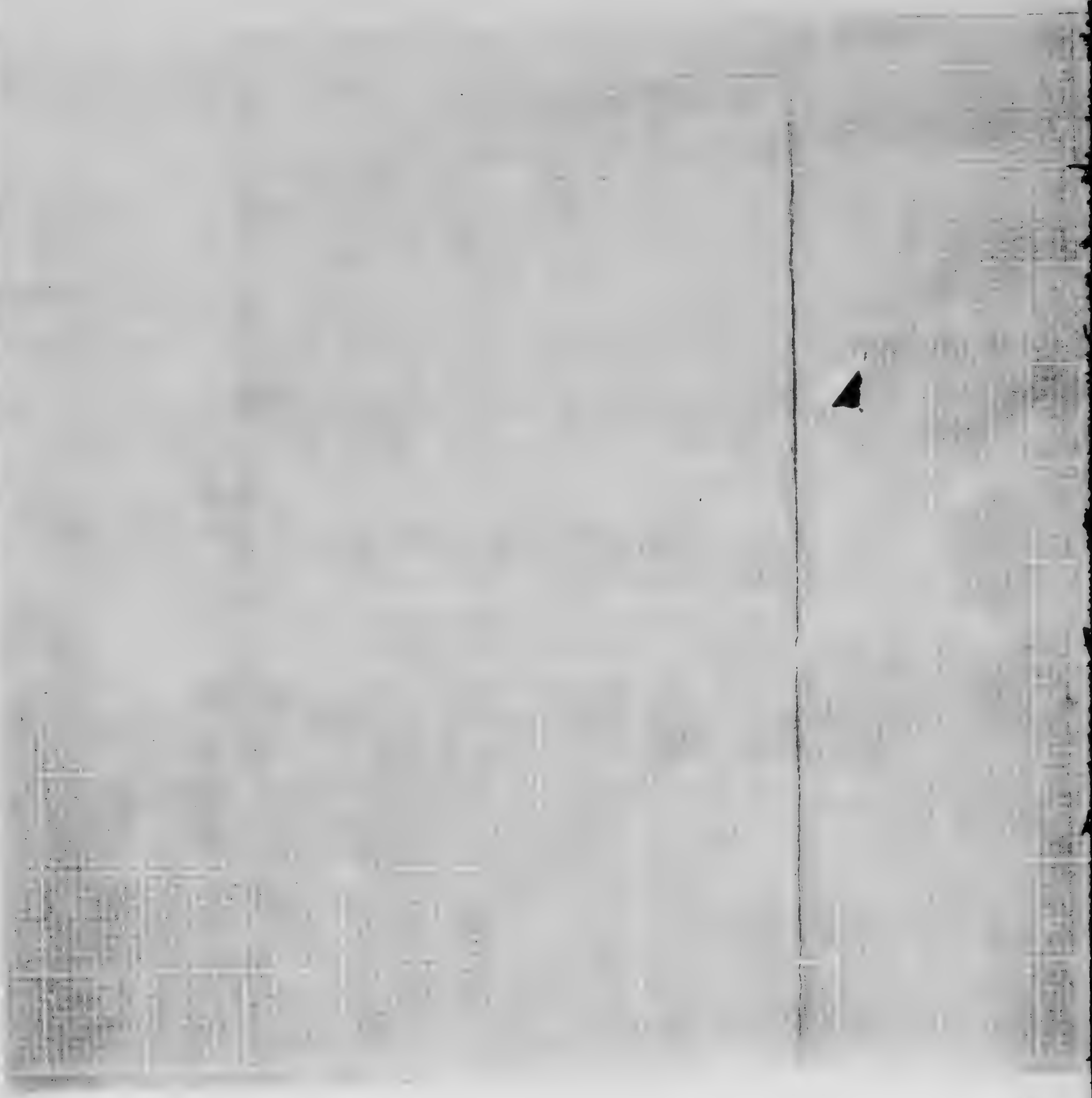
See Book 4641.

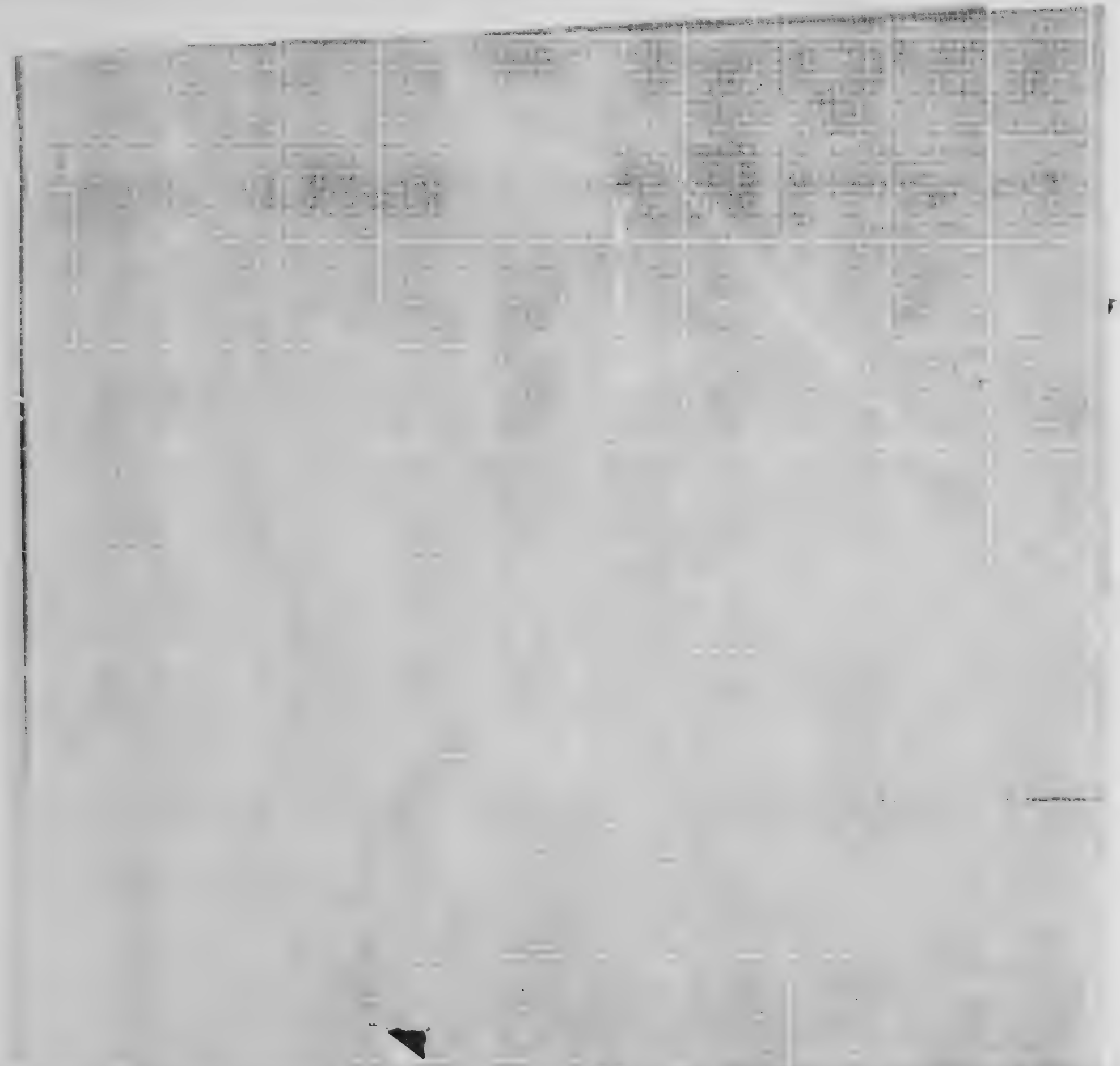


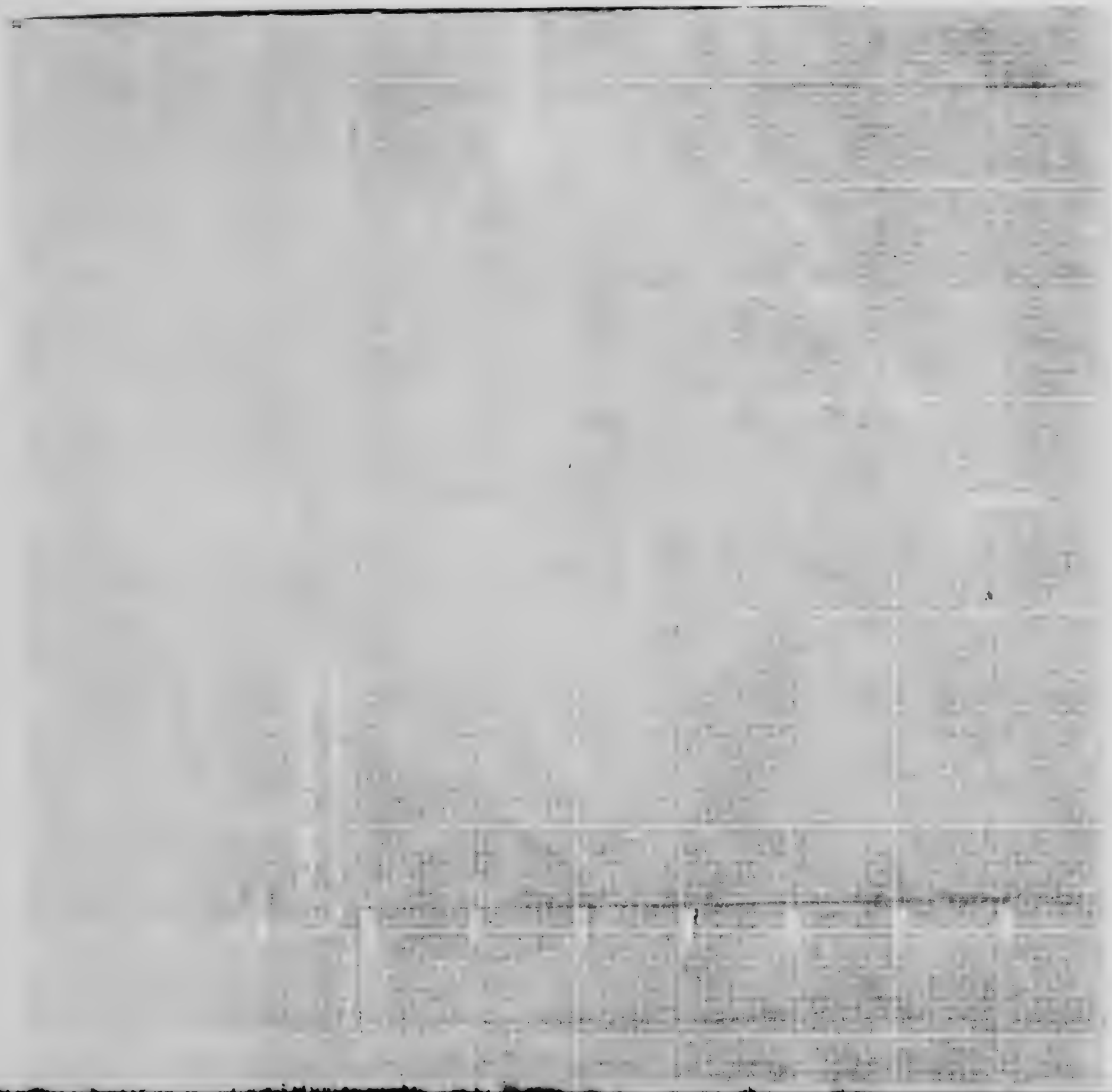
Approx
waste
that has
the orig

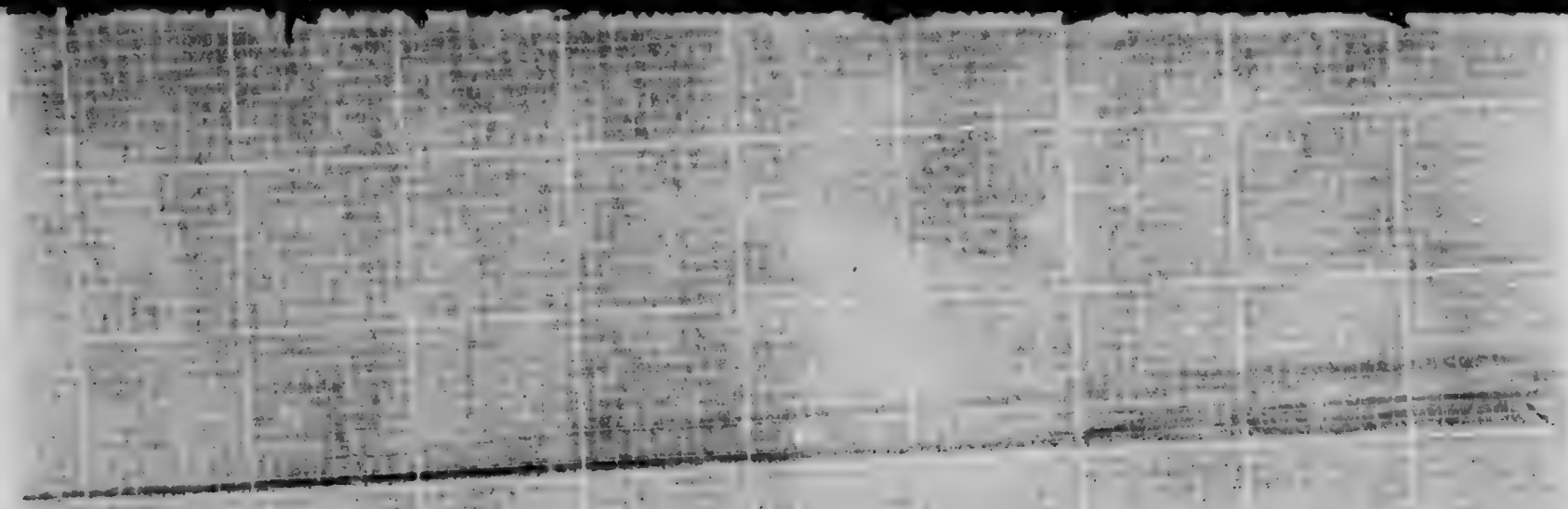
42,300 Cu. Yds.
Waste
Approximate boundary line of
waste material, due to highway construction,
that has been deposited on slope above
the original ground surface.

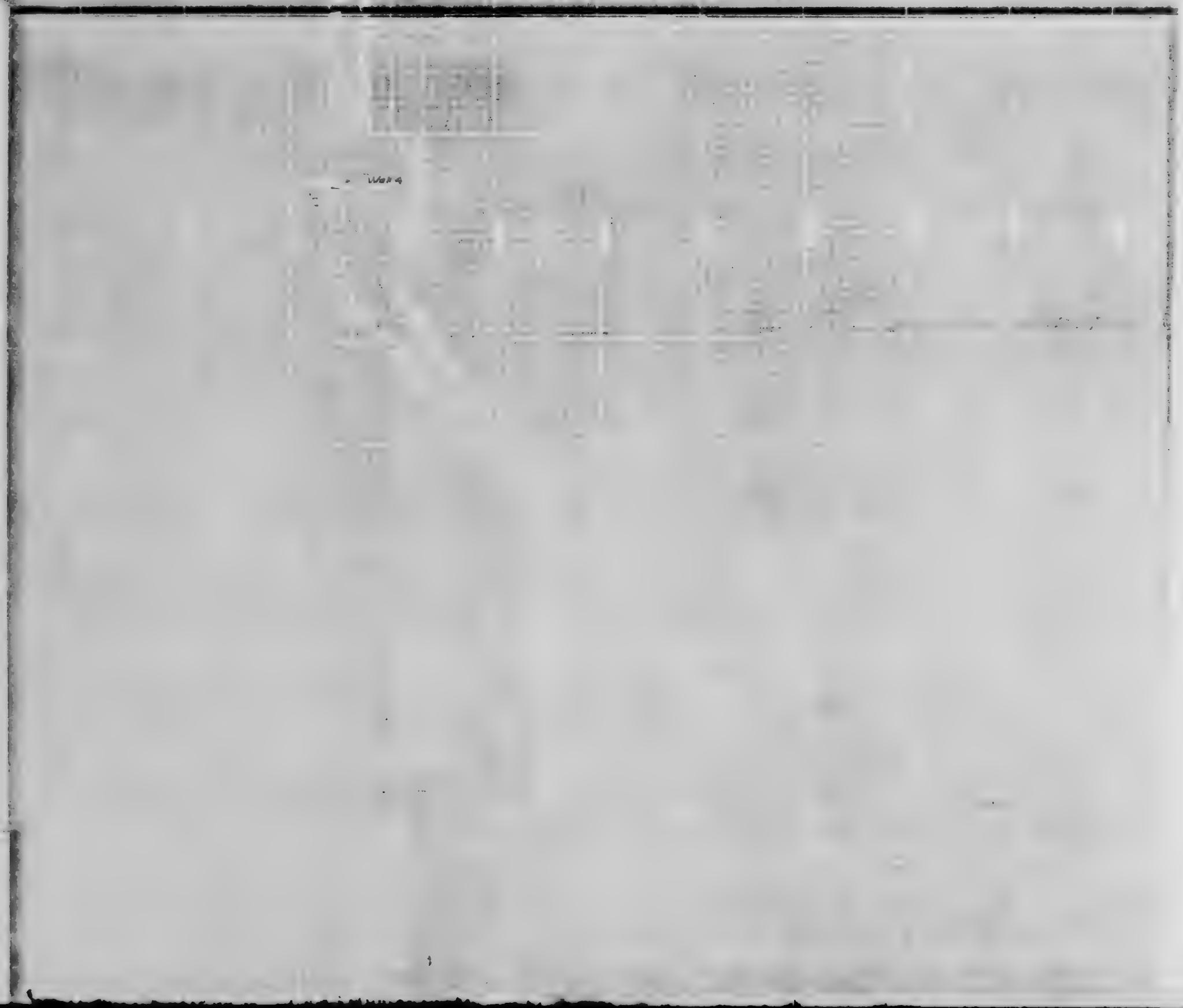


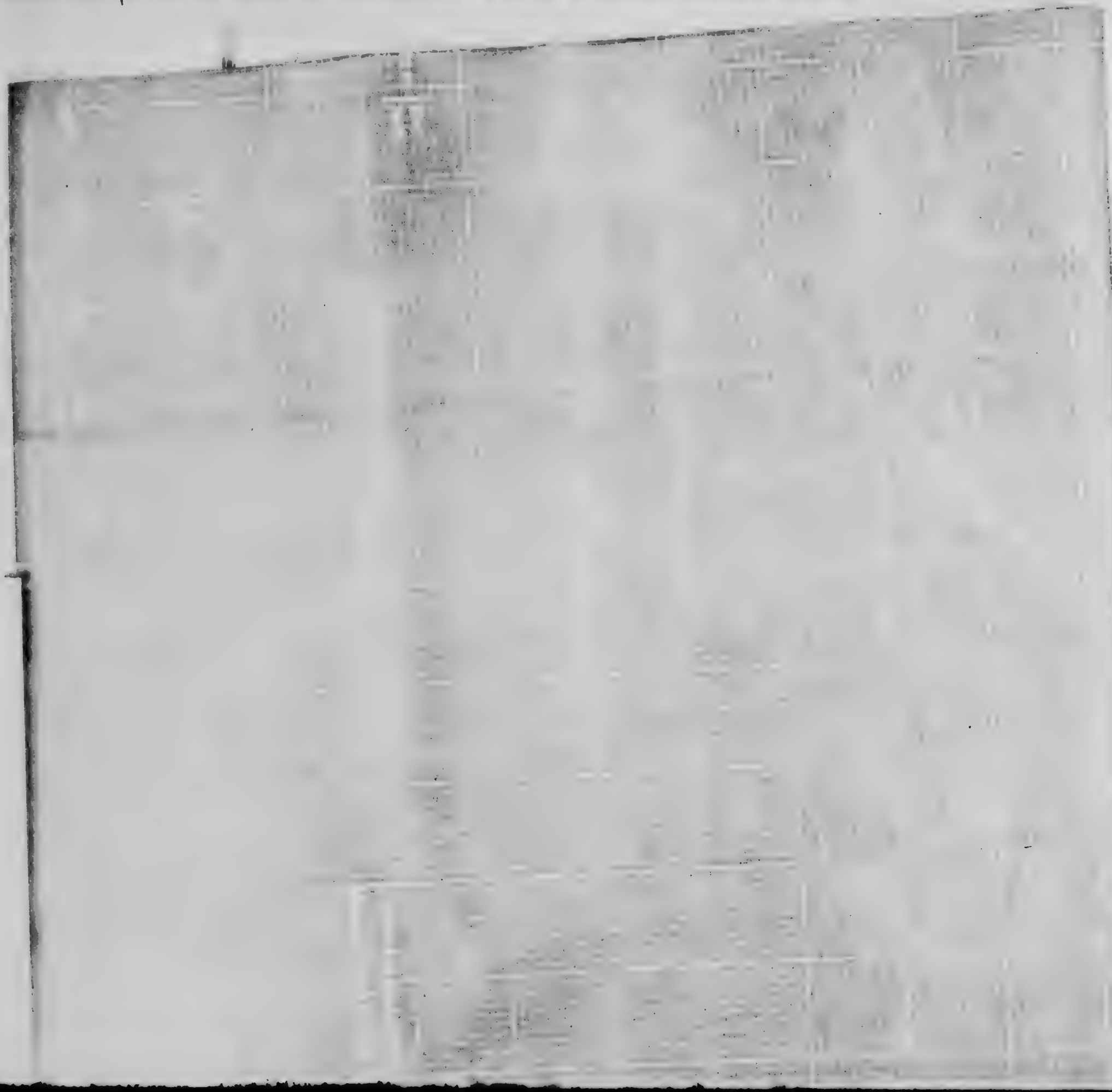




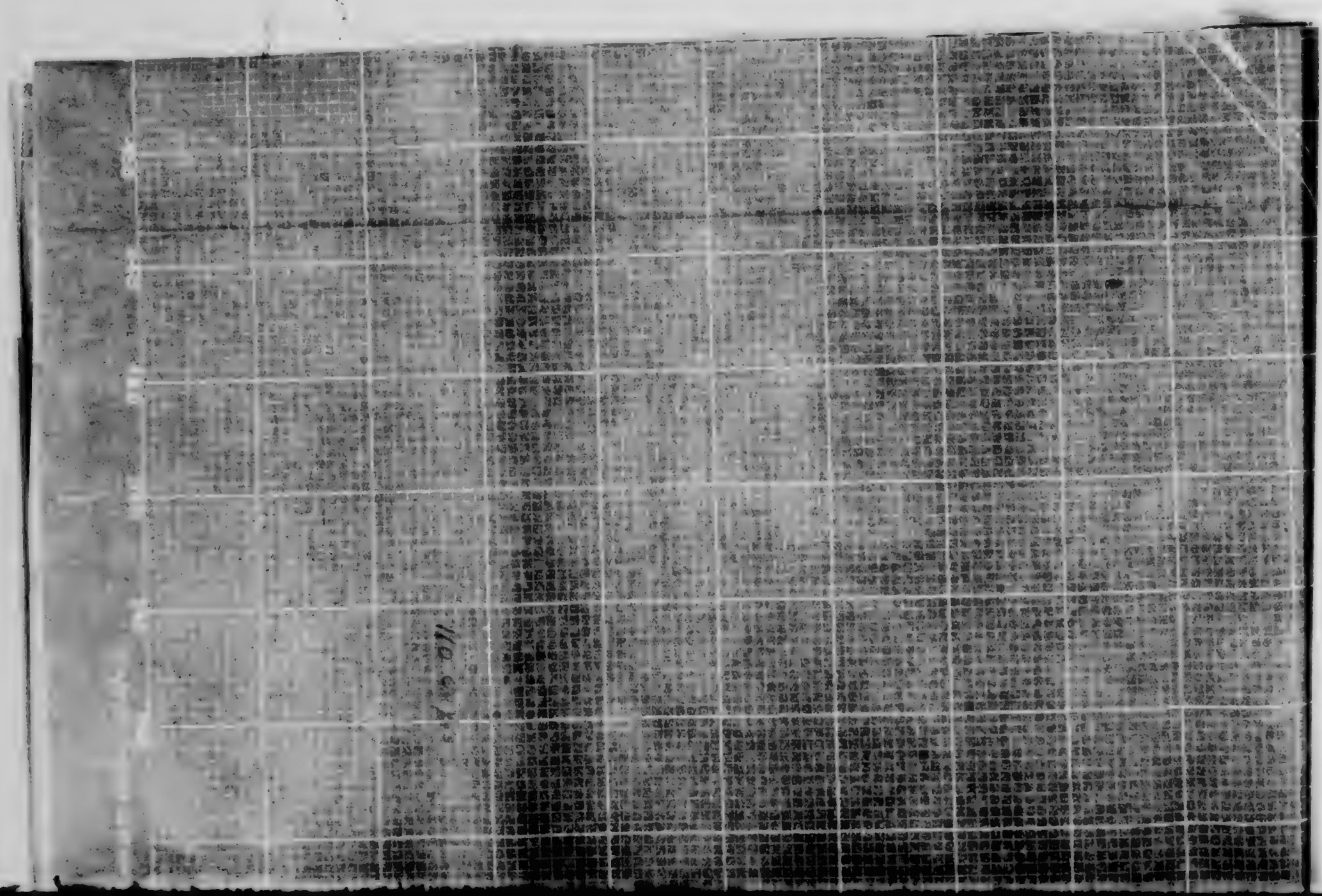


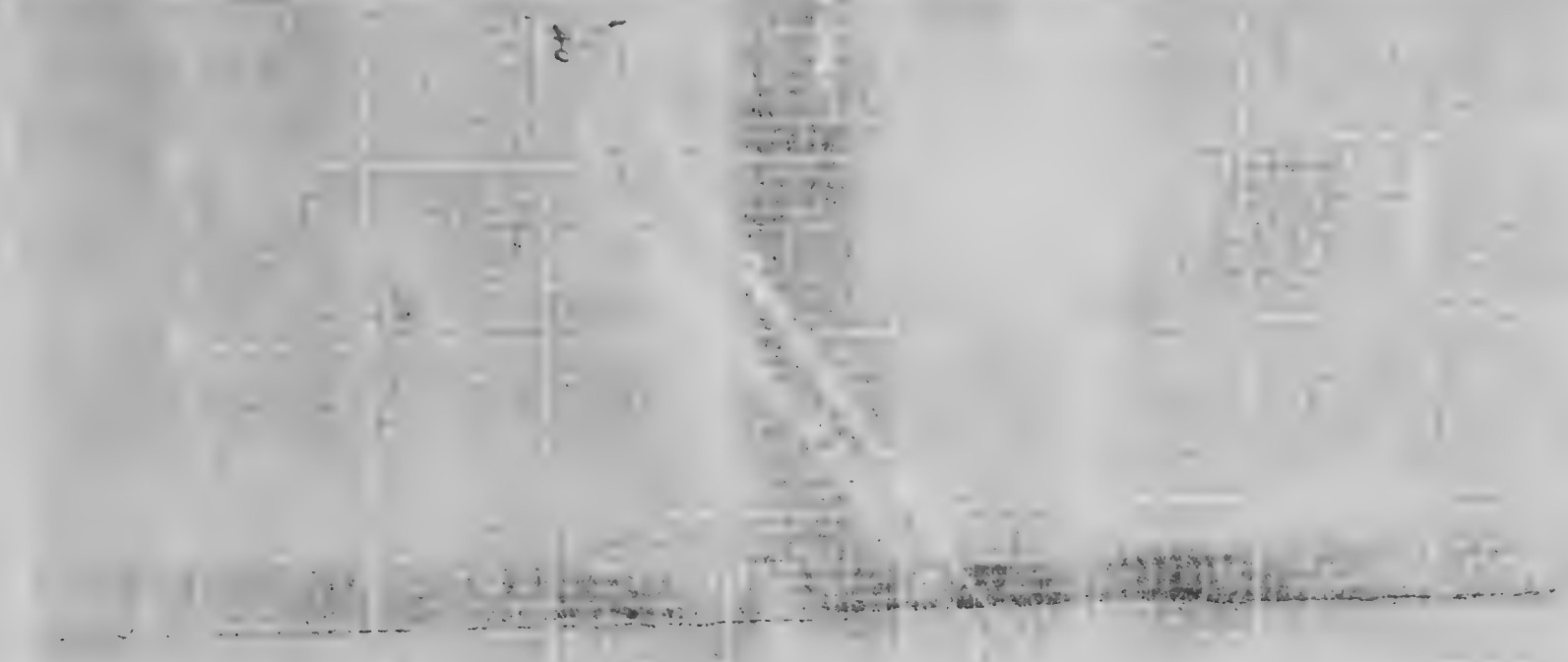


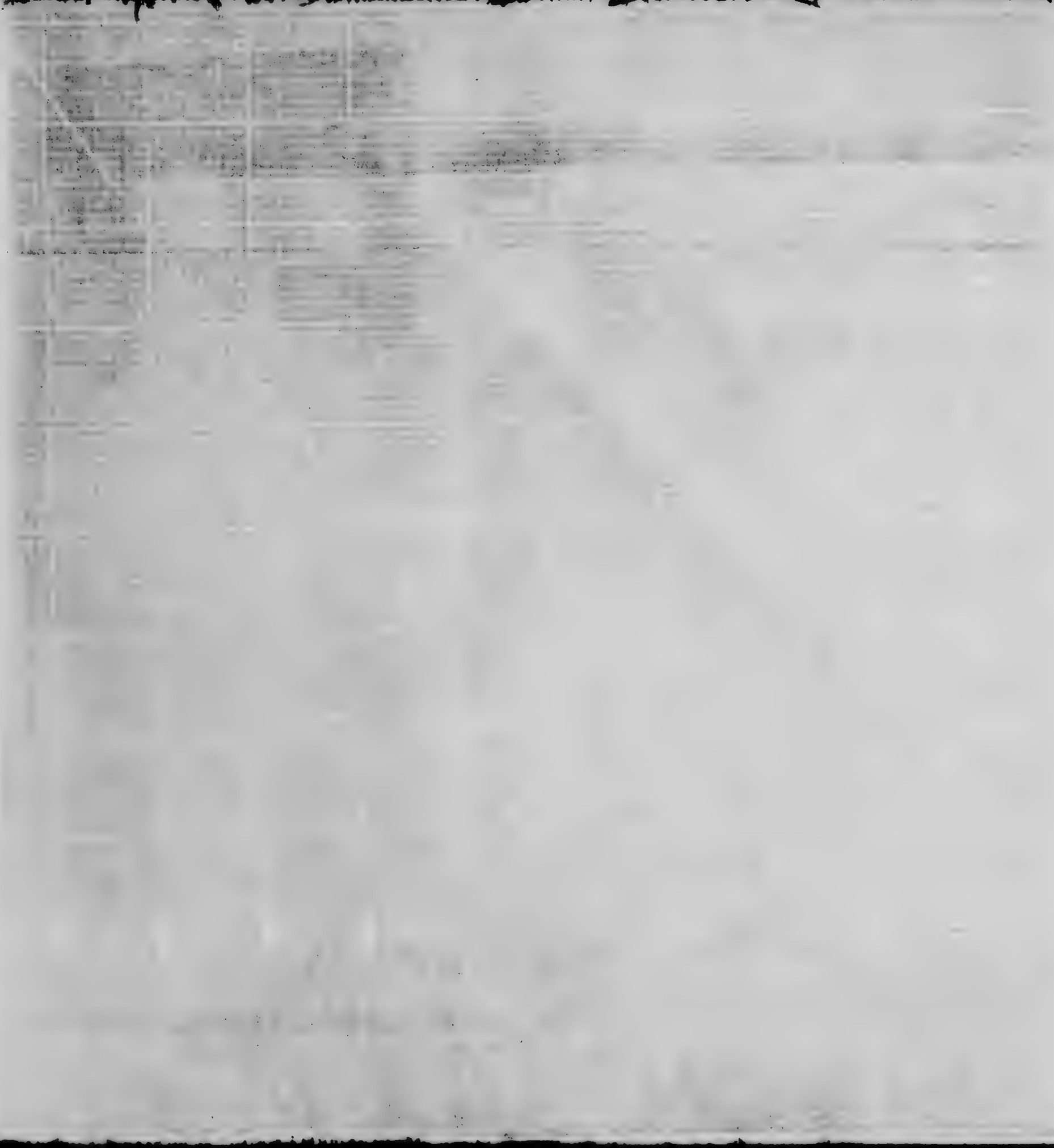


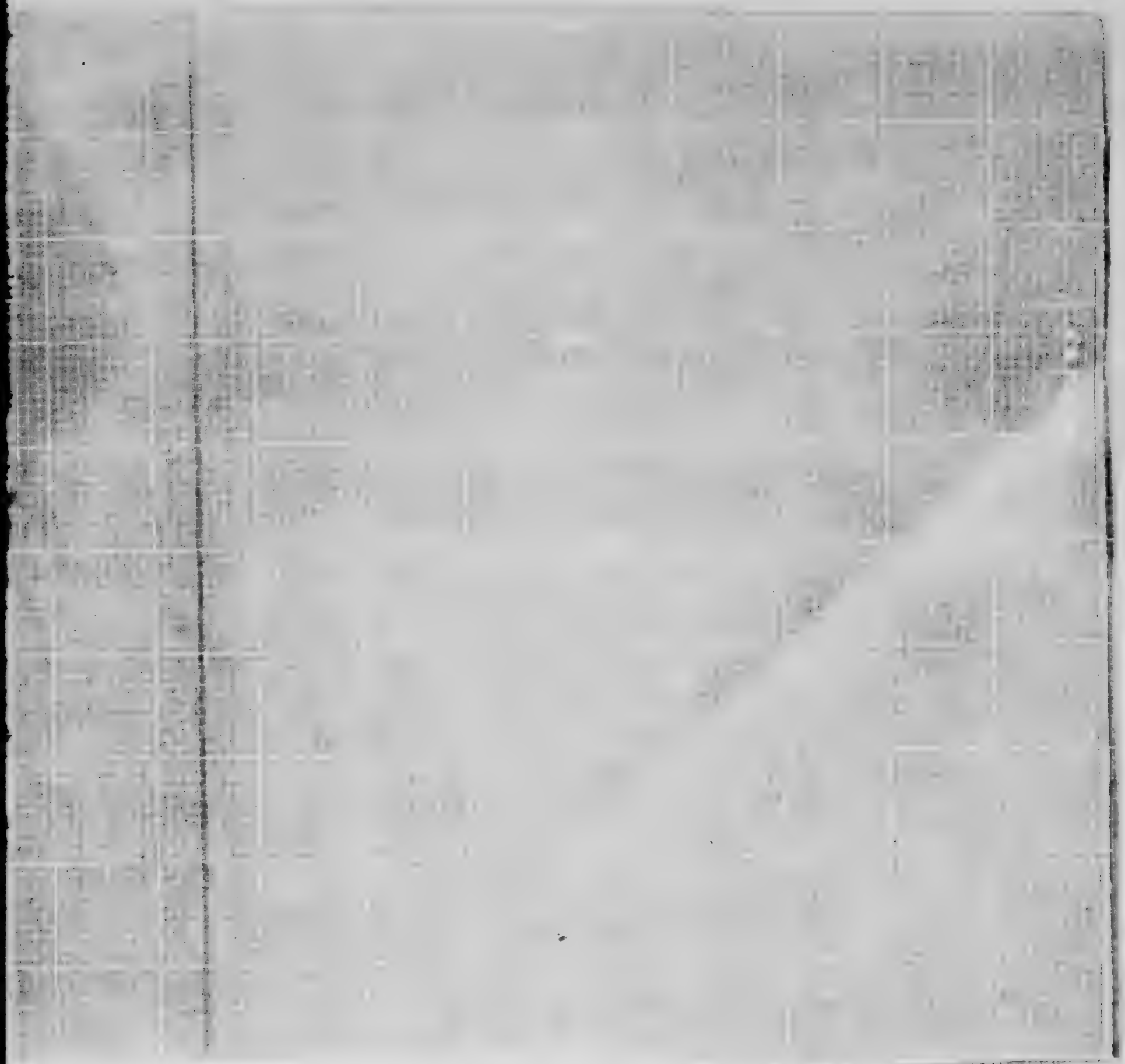


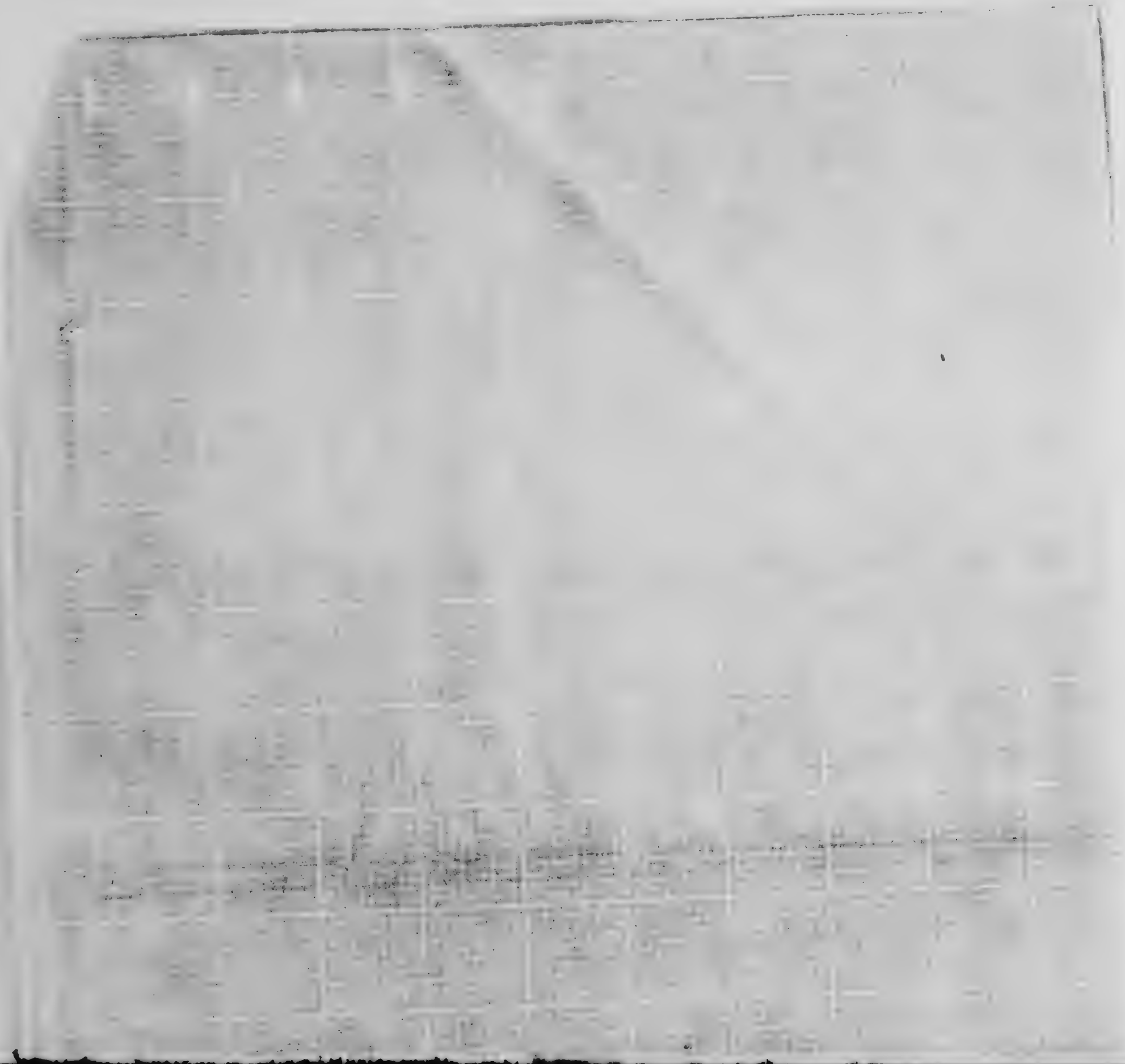
28



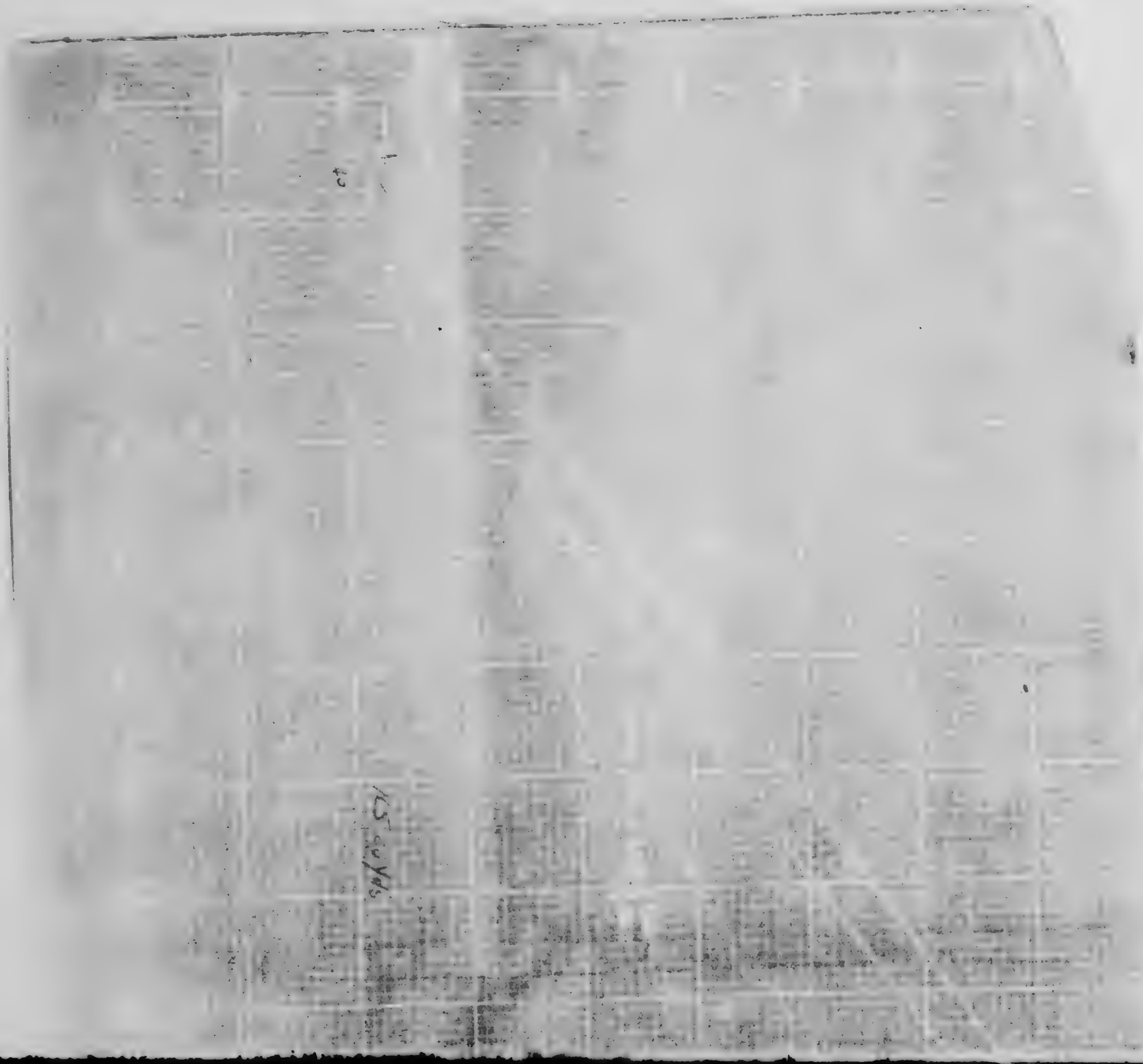


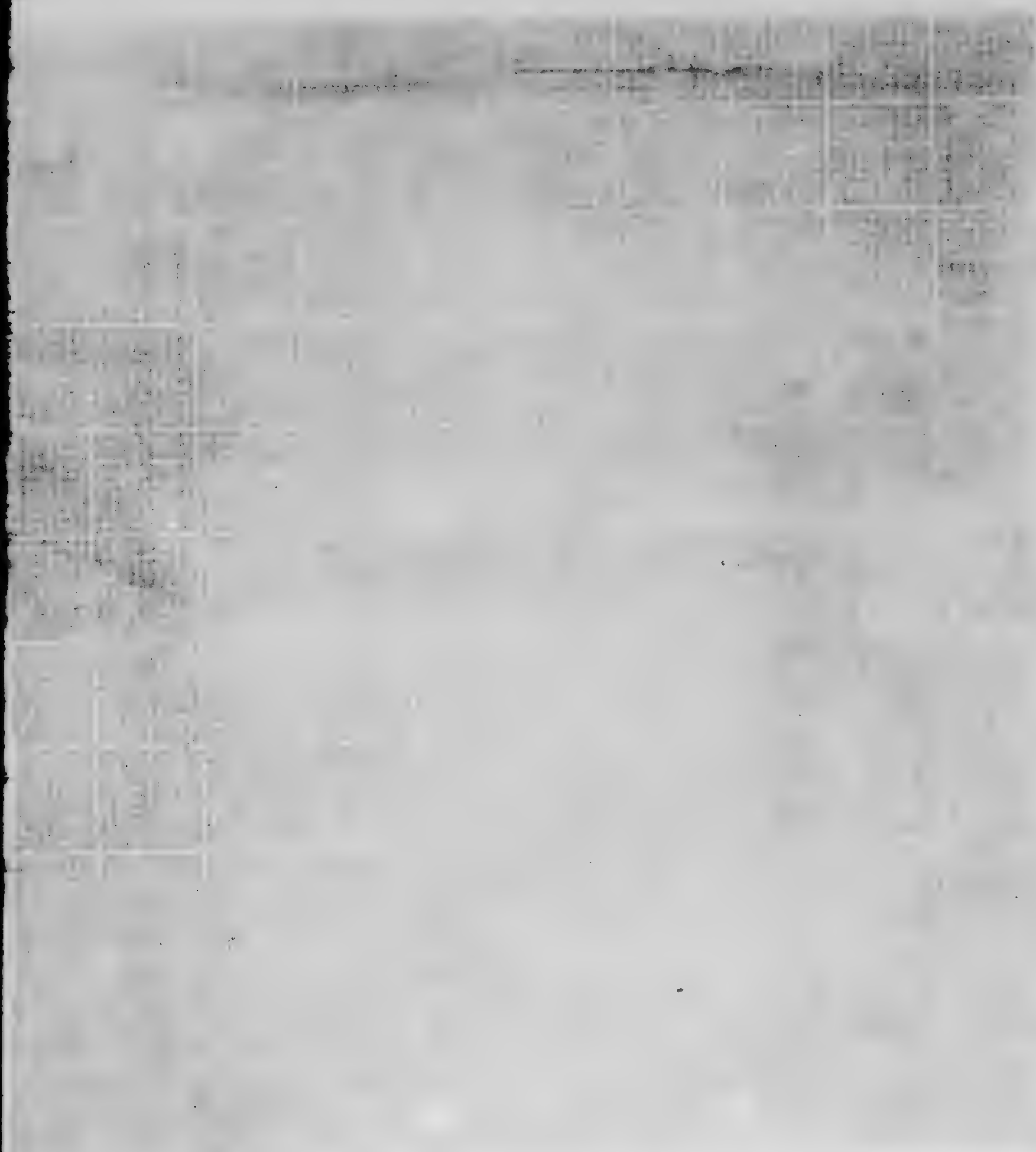






165 cuyds





CONTRACT# 205,289,
332,

PR 35 Rowena-Mosier-Hood River 1919-1920

205, 289, 332 Folder # 1

327 - Crusher at Hester.
File 24.

The Dalles, Ore., Dec. 11, 1920.

Pacific Bridge Company,
Foot of N. Holman St.,
Portland, Oregon.

Gentlemen:

On a recent trip of inspection over the Columbia River Highway in the vicinity of Hester I noticed that the beams or stringers which were used to support the north wall of your crusher plant at Hester, where the roadway was widened, are sagging and in such condition that continued pressure will eventually break these beams. Were this to happen, our highway would be completely blocked for several days.

I wish to call your attention to the terms of the agreement which you signed with the Wasco County Court, which called for this being kept in repair and in such condition as not to endanger the highway traffic. I would appreciate it if you would take up this matter at once.

Very truly yours,

J. H. Scott,
Division Engineer.

JHS:HI

cc C. C. Kelley.
cc Wasco County Court.
cc W. R. Grey.

NOTED
C. C. KELLEY
DEC 11 1920

Copy for State Highway Department WASHINGTON F

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. R-1.

December 6, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed modified agreement to cover Oregon project No. 35 for the signature of the Highway Department. You will observe that these copies have already been signed by the Acting Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Enclosures. Chief Engineer.

No. 35 - MOSIER-ROWENA SECTION, COLUMBIA RIVER HIGHWAY.

LBS/fm

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. K. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

COPY

# OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Ore., Nov. 16, 1920.

Mr. J. H. Scott,
Division Engineer,
Office.

File P.R. 35.

Dear Sir:

Herewith attached tracing of typical section for gravelling 33PB3, Mosier-Gooseberry Spring.

Below estimate of surfacing material needed:

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Total bottom course from Mosier - Rowena ---------- | | | | | | @ 4" | 13500 | Yds. |
| Detours, road approaches, etc. ---------- | | | | | | @ 4" | 100 | " |
| Extra width of short radius curves 56° ---------- | | | | | | @ 4" | 100 | " |
| Top Course, | Station | 0 | to | Station | 26 | @ 2" | 400 | " |
| " " | " | 110 | " | " | 124 | @ 2" | 200 | " |
| " " | " | 180 | " | " | 218 | @ 3" | 900 | " |
| " " | " | 306 | " | " | 319 | @ 2" | 200 | " |
| Patching and stock pile ---------- | | | | | | | 1000 | " |
| At flat price of $2.08 per yard equals $34,112.00 for | | | | | | | 16400 | " |
| Total bottom course Rowena to point five miles east @ 4" | | | | | | | 7500 | Yds. |
| Patching and stock pile ---------- | | | | | | | 400 | " |
| At flat price of $3.40 per yard equals $26,860.00 for | | | | | | | 7900 | " |

Grand total equals $60,972 for 24300 yards gravel surfacing distance Station 0 to Station 759+50, approximately 14 miles.

Respectfully submitted,

Ulric R. Grey,

Resident Engineer.

FORM A SM-7-20

[illegible] JOHNSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE } COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

C O P Y

# OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Ore., Nov. 16, 1920.

Mr. J. H. Scott,
Division Engineer,
Office.

File P.R. 35.

Dear Sir:

The amount of talus material used on 33PB by the Johnson Contract Company for sub-base, is as follows:

| | | | | | | |
|---|---|---|---|---|---|---|
| Sta. | 60+75 | - Sta. 110+00 | - | 2425.5 Yds. | @ .60 | $ 1455.30 |
| " | 131+00 | - Sta. 139+50 | - | 520.5 " | @ 1.05 | 546.52 |
| " | 180+50 | - " 203+00 | - | 974.0 " | @ 1.45 | 1412.30 |
| " | 221+00 | - " 273+00 | - | 3336.5 " | @ 1.85 | 6172.53 |
| | | Total | | 7256.5 " | for | $ 9586.65 |

Average haul of 2 2/3 miles @ $1.32 per yard.

The amount of talus material used on 33PB by Morrison & Kern for sub-base, is as follows:

Sta. 113+50 - Sta. 126+50 - 210 Yds @ 1.45 $ 304.50
Average haul of 2 1/6 miles @ $1.45 per yard.

Respectfully submitted,

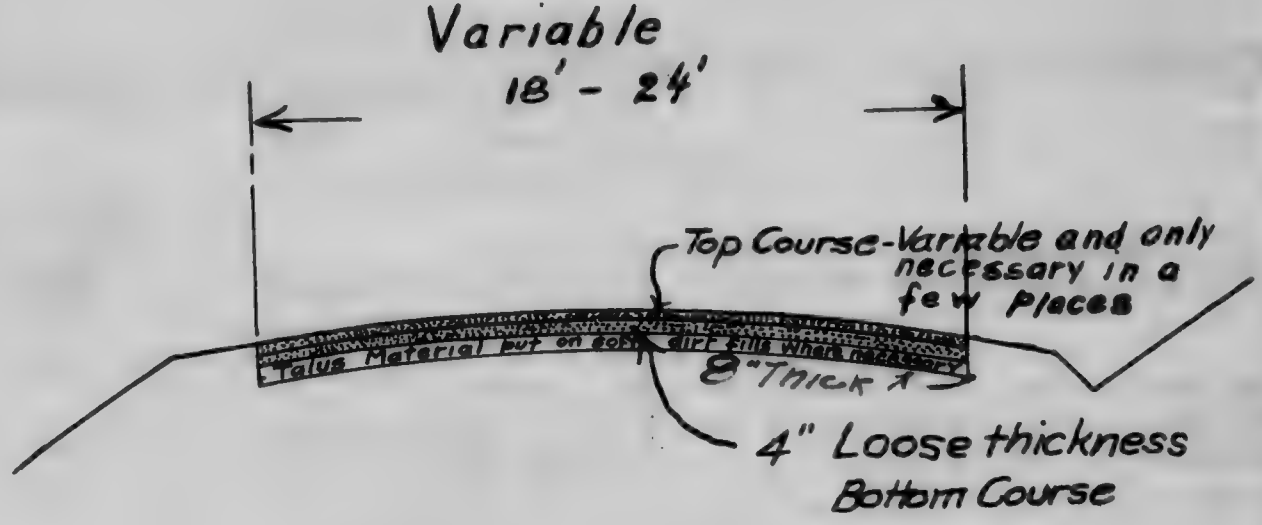
Ulric R. Grey,

Resident Engineer.

RECEIVED
NOV 23 1920

OREGON STATE HIGHWAY DEPARTMENT

# TYPICAL SECTION
# MOSIER - ROWENA SECTION




Section for Surfacing

Nov. 9, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File : FR-35

Dear Sir:

I am enclosing herewith a copy of a letter received from the Bureau of Public Roads in reply to our letter advising them of the proposed changes in our plans for the surfacing of the Hosier-Rowena Section.

You will recall that the original agreement with the Bureau of Public Roads called for a full 8" of surfacing material upon the talus sub-base course.

Kindly supply us with typical cross-sections showing the thicknesses and widths of surfacing to be used on this section, together with an estimate of the quantities of surfacing material involved, in order that we can revise our project agreement estimates to correspond with the changes in plans. We should also be supplied with the station number limits of sections over which different thicknesses of material are to be used.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

November 9, 1920

Mr. Mark A. Mayer,
Mosier, Oregon.

Dear Sir:

Your favor of October 11th to Mr. Benson regarding the rolling of the graveling on the Mosier-Rowena Section of the Columbia River Highway has been referred to this Department.

Inasmuch as this unit willnprobably be up for hard surfacing next year we have changed the original plan of placing surface and now contemplate only such amount of gravel as will place the road in condition for travel this coming winter and provide a base for pavement.

Under these conditions it is doubted if the expense of rolling would be justified especially since the gravel compacts well under traffic.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

COMMISSIONS...

SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

OFFICE OF
S. BENSON, CHAIRMAN
PORTLAND

OCT. 11, 1920.

HON.S.BENSON,
PORTLAND, ORE.

Dear-Sir;-

Referring to the gravel surfacing of the Mosier-Rowena Highway I beg to submit to your honorable Commission that the first and second layers of the gravel be rolled. At this present season of the year the gravel will likely contain the required amount of moisture, and with the two courses rolled will virtually make a macadam water bound surfacing which will afford good surface and answer all present requirements.

Assuming that two years will elapse before this link in the Highway is hard surfaced I feel that the above work,as outlined,will be of great benefit to the fruit growers of the district as well as the general travelling public. The contractor now doing the gravelling having the needed equipment on the premises affords a most opportune time to have this work done in a most thorough and economical manner.

Very respectfully yours

Frank A. Nagler

Phoenix, 19__

Oct. 28 1921

Mr Chas. I Dunn
State Hwy. Engr.
Prescott Ariz.

Attention D. H. Eckert
L/R PR 35

Dear Sir.

The excavation between 2 to 2+00 and 28+00 on the Prescott - Ft Whipple section was taken out by one Jesse Pickens and he was paid for doing the same.

The records in the Phoenix office will show this, and also that Mr Pickens took out one road approach.

I am also that Mr Pickens is mistaken on these points. as I am positive that all the work done by the Company will be found in my final records of this section.

Respectfully yours
Chas R. Gray
Res Eng

cc J. H Scott

RECEIVED
NOV 2 1921
STATE HIGHWAY ENGINEER

Finished

PAM.III

October 5, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Mr. Kelley, before leaving on an extended inspection trip in Southern Oregon, wished me to advise you definitely regarding plans for the surfacing of The Dalles-Mosier project. It is my understanding that he took up this matter with you personally when you were here in Salem on last Tuesday.

Between Mosier and Rowena, within the limits of the present A. D. Kern surfacing contract, gravel from the Marsh Pit will be spread one course only or sufficient to make the road passable but not the full depth contemplated in the contract. Between Rowena and Chenowith Creek, A. D. Kern has offered to place gravel from the Marsh Pit in quantities ordered by the engineer at a price of $3.40 per yard, this price being made up of a cost of $2.08 at the Rowena end of their present contract plus average haul at $.40 per yard or a total of $3.40; that is, the price of $3.40 will govern on all material used on this unit. It is intended to use on this section only a light covering sufficient to make the road passable.

Between Chenowith Creek and The Dalles, the offer of the city to furnish crushed rock from 1½ inches down to screenings is to be taken.

In other words, the whole plan is to place sufficient surfacing to make the road passable and yet have the road in such condition that concrete and bituminous types may compete when bids are asked for surfacing.

Mr. Grutze will handle the matter of trucks required and you should take this matter up direct with him.

Very truly yours,

Assistant Engineer.

NOTED
C. C. KELLEY

RAK:HI

...COMMISSIONERS
...SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Job No., Talus Surfacing.
File 52.

The Dalles, Ore., Oct. 29, 1920.

RECEIVED
OCT 20 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are in receipt of your letter of October 27th in regard to the methods of handling the talus sub-surfacing on the Rowena-The Dalles Section of the Columbia River Highway.

We understand that payment for hauling this talus material is to be included as part of the grading contract by A. D. Kern, but we cannot understand how the cost of spreading this talus material by State forces, and the maintenance and supplies for the steam shovel can be included in this grading contract.

The payroll for spreading this talus, and salaries of steam shovel engineer and assistants are to be paid for direct by the State, as the agreement with A. D. Kern does not include the spreading of the talus, or operation of the steam shovel.

It is possible that you may be able to suggest a way for including the payment for rental on the steam shovel in the grading contract, but it seems that it will be necessary that you assign a separate job prefix for handling the payment of the men employed by the State in spreading this material and for the operation and maintenance of the steam shovel.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl

By

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 28, 1920.

State Highway Commission,
Salem,
Ore.

Oregon Fed. Aid project #35.

Gentlemen:-

Your letter of October 26th regarding gravel surfacing on above project has been received. If pavement is to be constructed on this section of the highway during the coming season, we think it would be a waste of material to place eight inches of gravel surfacing now as originally planned. In view of the subbase conditions as they now exist we agree with you that a much thinner temporary surfacing would carry the traffic during the coming winter and would provide an adequate subbase for the pavement.

If you decide to pave at once and desire to reduce the amount of gravel on this job we would suggest that you file a revised estimate showing the amount of gravel which you now consider necessary and a revised typical section which we can forward to Washington with our recommendation for approval.

Yours very truly,

District Engineer.

Want to send for copy
DMP

Let run until
June 1, 1921
DMP

October 26, 1920

P. R. 55

Bureau of Public Roads,
Portland, Oregon.

Gentlemen:

Inasmuch as the Highway Commission has intimated that the Section between Hood River and The Dalles will be paved in the very near future, it seems advisable that we should change our plans for surfacing the section between Mosier and Rowena.

We think it advisable to place only four inches instead of eight inches as originally contemplated, between Mosier and Rowena and to place four inches of surfacing between Mosier and The Dalles, or such thickness as is necessary to take care of the travel this winter and still allow competition between the bituminous and concrete pavements.

You will recall that throughout on these sections where the grade is not made of solid rock, that we have placed a heavy course of talus. This has been thoroughly rolled and it is thought that with the four inches of gravel added and compacted, it will make a very good base for either a five inch bituminous or a concrete pavement.

It is our intention to make these changes and we would be very glad to have you approve them and participate under the revised arrangement. If this cannot be accomplished, then it will be necessary that we withdraw our application for Federal Aid. Any suggestions you have along these lines will be appreciated.

Respectfully,

HERBERT HUNN,
State Highway Engineer.

By

Assistant Engineer.

COK:LM

PR 391

October 26, 1920

Mr. Amos Benson,
1201 Yeon Building,
Portland, Oregon.

Dear Amos:

I am sending you under separate cover a copy of the description of the piece of land which we wish to acquire in Rowena Dell.

It appears to me that in order to keep out small store keepers, which will spoil this site, that it should be acquired.

Will you please see what you can do to get Mr. Crow to donate this land and if not, see if some way cannot be found to purchase it.

With kindest personal regards, I am,

Respectfully yours,

State Highway Engineer.

HH:LM

DMP

October 21st, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File Scott

Dear Sir;

Reference is made to the placing of talus sub-surfacing and the construction of temporary gravel surfacing upon certain parts of the Mosier-Rowena and the Rowena-Dalles Sections.

In his letter of Oct. 5th Mr. Klein outlined to you the manner in which this work would be handled. I wish to supplement his letter with information in regard to the manner of handling charges in connection with these jobs.

The placing of talus sub-surfacing by A. D. Kern on the Rowena-Dalles Section should be considered as part of the work under the A. D. Kern grading contract. This work will not be considered as extra work, but rather as work under a supplementary agreement in connection with the grading contract. The pay quantities in connection with this work should be included upon the regular monthly grading estimates and payment for same will be made along with the payment upon the grading items.

The surfacing of the section from Rowena to Chenowith Creek will be considered to be a part of the work under the A. D. Kern surfacing contract originally drawn to cover the Mosier-Rowena Section. The pay quantities in connection with this work should be carried upon the same monthly estimate as the pay quantities in connection with the work under the main contract.

The surfacing from Chenowith Creek to The Dalles will be handled as a State Force job and charges in connection therewith should be made under prefix 33-DA.

Very truly yours,

HERB T KLEIN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
c. c. to W. R. Grey.

# OREGON STATE HIGHWAY COMMISSION

33PC - Surfacing.
File 24.

The Dalles, Ore., Oct. 18, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
OCT 19 1920
STATE HIGHWAY ENGINEER

Attention Mr. Probert.

Dear Sir:

Referring to ~~our~~ letter of October 13th on the above subject, and your reply of October 15th, it seems that it is not yet clear as to what is wanted in the way of Job Prefix on The Dalles-Rowena Section of the Columbia River Highway.

Arrangements are now made for talus haul by State forces on The Dalles-Rowena Section entirely independent of the contract on this work. It would seem desirable that we have a separate job prefix for this work.

As regards the surfacing of The Dalles-Rowena Section, it seems that a supplementary contract has been entered into between the State and A. D. Kern to extend surfacing contract which has already been let for the Mosier-Rowena Section to include also that portion of The Dalles-Rowena Section from Rowena to Chenowith Creek Bridge. The thickness of this graveling on both Mosier-Rowena and Rowena-Chenowith Creek Bridge Sections is cut down to one course of four inch thickness.

It seems to us that it might be desirable to assign a different prefix for ~~this~~ surfacing Rowena-Chenowith Creek Bridge portion.

Noted OK

ANSWERED
S H Probert

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl

By Aspaugh

Dept.

P.S. See Mr. Kelley for particulars of above arrangements. AMA.

HERBERT NUNN
State Highway Engineer

...MISSIONERS

..., SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Surfacing.
File 24.

The Dalles, Ore., Oct. 12, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley or Mr. Klein.

Dear Sir:

Referring to your letter of October 5th, P.R. 35 and 36, in regard to surfacing between Mosier and Rowena, and between Rowena and The Dalles, between Rowena and The Dalles there are several places which are badly in need of talus or heavy base rock before we put on the four inch lift of the fine gravel from the Marsh pit. It was originally contemplated that this would be a separate contract, and an estimate of approximately 9,000 yards, estimated cost about $38,000.00 was furnished. No mention of this is made in your letter.

We are starting to put on some talus, but wish to be advised as to what extent we will be allowed to put this material on the subgrade, also as to whether any agreement has been made with A. D. Kern in regard to price for this material, or whether it will be on a force account basis.

In regard to the above estimate of approximately $38,000.00, in looking through our files I find that a top course was contemplated to cost about $10,000.00. This, then, should provide for about an eight inch lift of talus or course rock, and a 28 foot width in the places necessary, and according to this estimate should cost about $28,000.00.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc to Mr. Grey.

RR
3 5
F

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

October 13, 1920

Hon. S. Benson,
Chairman, Highway Commission,
Yeon Bld'g.,
Portland, Oregon.

Dear Sir:

I am enclosing herewith four copies of an agreement prepared by the Railroad Company for execution in conjunction with the Johnson Contract Company's work at Mosier.

As soon as you have signed these will you return them to the office so that I may present them to the other members of the Commission for execution?

Yours truly,

J. M. Devlin

JMD:AF
Enc. 4

Assistant Attorney General.

...y Department

Form P. R. I. 2

State Oregon

Project No. 38

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
SEP 1 1920
U.S. DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

| | |
|---|---|
| READ BY | |
| DIST. ENGR. | |
| | |
| | |
| | |
| | |
| | |
| | |
| ANSWERED BY | |
| FILE | |

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of September 1920.

by and between the State Highway Commission of Oregon

~~, constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 3rd day of October 1919, a project statement, which was approved by the Secretary on the 12th day of January, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred and forty-two thousand, nine hundred and eighty-one and 98/100

dollars ($ 142,981.98) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920. (date)
By act of the Legislature of

and citation), appropriating dollars.

* (*b*) By the County of
By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between end of Standard grade west of Mosier and town of Rowena

terminal points, a distance of 8.97 miles, known locally as the Columbia River Highway, Mosier-Rowena Section, Wasco County.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred and forty-two thousand, nine hundred and eighty-one and 96/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of two hundred and eighty-five thousand, nine hundred and sixty-three and 97/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....

(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ..... the State Treasurer, Salem, Oregon .....
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State ..... of
(State or county.)
..... Oregon ..... of such sums as shall not together with previous payments
(Name.)
exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2. to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use such means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 27th day of August, 1920.

State Highway Commission of Oregon
(Official title of Highway Department.)

By [signature]
Chairman, State Highway Commission
(Title of officer.)

By [signature]
Member, State Highway Commission
(Title of officer.)

By [signature]
(Title of officer.)

[SEAL.]

By [signature]
Member, State Highway Commission.
(Title of officer.)

By [signature]
State Highway Engr
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

[signature]
Acting *Secretary of Agriculture.*

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between end of Standard grade west of Mosier and town of Rowena

locally known as the Columbia River Highway, Mosier-Rowena Section, Wasco County, and designated in the records of this Department as Project No. 35, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 285,965.97 as the total estimated cost of said project, and the sum of $ 142,981.98 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E. W. Ball
Acting *Secretary of Agriculture.*

Signed

September 9, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-35

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for modified agreement on the Mosier-Rowena Section of the Columbia River Highway in Wasco County.

This estimate has been prepared to include the surfacing of this section.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Secretary.

Dictated by J. W. DeSousa,
ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL PROJECT NO. 35

MOSIER-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY
IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on Contract prices.)

8.97 Miles Grading, Surfacing, & Bridges. Salem, Oregon, Sept. 7, 1920.

| Quantity | Item | Unit Price | Amount |
|---|---|---|---|
| 5% of All Required | Clearing & Grubbing (60' R. of W.) | $6,300.00 | $ 315.00 |
| 46,194 Cu. Yds. | Common Excavation | .60 | 27,716.40 |
| 96,309 " | Solid Rock " | 1.40 | 134,832.60 |
| 83,000 Sta. Yds. | Overhaul | .05 | 4,150.00 |
| 2,235 Lin. Ft. | 12" Culvert Pipe | 1.50 | 3,352.50 |
| 136 " | 18" " " | 3.75 | 510.00 |
| 106 " | 24" " " | 5.00 | 530.00 |
| 56 " | 36" " " | 8.25 | 297.00 |
| 200 " | 8" Porous Drain Tile | .50 | 100.00 |
| 78 Cu. Yds. | Class "C" Concrete | 30.00 | 2,340.00 |
| 395 " | Rubble Masonry | 15.00 | 5,925.00 |
| 60 Lin. Ft. | Tunnel | 66.00 | 3,960.00 |
| 244 Cu. Yds. | Solid Rock Undercut Excavation | 5.00 | 1,220.00 |
| 262 " | Hand Placed Rock Slopes | 1.00 | 262.00 |
| 20,000 " | Gravel Surfacing | 2.08 | 41,600.00 |
| | | | $227,110.50 |

BRIDGES OVER 20' SPAN

Hog Canyon Bridge, Built under Grading Contract:

| | | | |
|---|---|---|---|
| 150 Cu. Yds. | Class "A" Concrete | 42.50 | 6,375.00 |
| 12,500 Lbs. | Metal Reinforcement | .10 | 1,250.00 |
| 52 Lin. Ft. | Concrete Handrail | 4.00 | 208.00 |
| 440 " | Piling | 1.50 | 660.00 |
| 150 Cu. Yds. | Solid Rock Excavation | 1.40 | 210.00 |
| | | | 8,703.00 |

Mosier Creek Arch:

| | | | |
|---|---|---|---|
| 790 Cu. Yds. | Class "A" Concrete | 35.75 | 28,242.50 |
| 70 " | Class "B" Concrete | 30.00 | 2,100.00 |
| 95,000 Lbs. | Metal Reinforcement | .07½ | 7,125.00 |
| 385 Lin. Ft. | Concrete Handrail | 3.25 | 1,251.25 |
| 110 Cu. Yds. | Grouted Rock Fill | 12.00 | 1,320.00 |
| 650 " | Excavation | 4.25 | 2,762.50 |
| | | | 42,801.25 |

PR=5

September 7, 1920

Hon. John W. Keate,
Henry Bld'g.,
Portland, Ore.

Dear Sir:

Your letter of the 4th., addressed to Mr. Nunn together with some enclosures relative to a claim made by Geo. Grunish against the Johnson Contract Company for work between Mosier and Rowena has been handed to me for reply.

It appears to me that this claim must be made directly to the Johnson Contract Company. The Commission is not in a position to force settlement of this claim for that would require the Commission to pass upon the merits of the controversy between these parties, and I do not believe the Commission has that authority.

We will be glad to render any assistance which we can legitimately do, and to that end will be glad to furnish you a certified copy of the contract and bond with the original contractor, and then if your client wishes he may pursue his remedy under the provisions of Chapter 61 of the Laws of Oregon for 1913.

You will note that the provisions of that chapter request the claimant to make affidavit showing his relationship to the work, and upon doing so he is entitled to a certified copy of the contract and bond, and as I have stated we will be glad to furnish that to him; in fact, if your client is not where you can readily get in touch with him, and you want the copy of contract and bond, if you will so advise me I will see that one is furnished you and will not ask you to furnish the affidavit.

I do not want you to think that we are acting arbitrary in not withholding sufficient funds with which to pay your claim, for that is not the case. We are handling this matter as we handle all of the others, except that in each instance we have required the affidavit. While it is true that the Commission will not pass upon the merits of this controversy I would not advise the Commission to make final settlement with the original contractor while we have knowledge of an unsettled claim or controversy unless the surety would resume the responsibility and liability for the disputed claim.

Yours very truly,

JHD:AF

Assistant Attorney General.

JOHN W. KASTE
LAWYER AND COUNSELLOR
600-606 HENRY BUILDING
PORTLAND, OREGON

Sept 4/20

Dear Mr Mann.

I herewith papers in connection with claim of George Granich vs Johnson Contract Co. You will notice that attached is a statement signed by Wm A Long, Res. Eng. whom I suppose is under your department. The work the S.R. 12009. and the bonus of 7½¢ on that unit is $900. There has allowed for the 17571 Cu yds over haul, some 1100 ft. In other words, he has some $ 200 due him from the Contract Co and I wish you would protect him on this claim deduct it and send me check for it.

Yours Truly.

J. W. Kaste

I certainly enjoyed our Ex Jon.

October 25 1910

Mr. J. M. Pool
City

The Dalles
Or.

Dear Sir:

In the change of the rate of charge for the heating of Electric Incandescent Lamps from 2 cts per K.W.H. to Fifteen Cents per K.W.H., manager of the local office of the Pacific Light & Power Co. states that the rate is not, and no extra rate will be put in the present line — any increased rate caused by the change will be refunded to the consumer with the next bill rendered.

In this letter states further that the contract to install for damages caused by the change. We have taken the matter up with the Pacific Light & Power Co. and they state that the contracts will be lived up to.

Very truly yours

H. L. Gray Pres.

00 00

Common Excav. 3547 cu. yds. —
1773.50
S. L. 12003 — — —
11.408.55
Sidewalk 17571 — — —
Way Walk 45.5 —
360 =
12" pipe 01 cu Lin-
12.15
1 2" " — — —
5.40
100
$. 13,659.60

1 Eng.

| CLASS OF SERVICE | |
|---|---|
| Telegram | |
| Day Letter | |
| Night Message | |
| Night Letter | |

If no class of service is designated the message will be transmitted as a full-rate telegram.

PR 35

# COPY OF
# WESTERN UNION TELEGRAM

A. Ro Sperandio,
Rainbow Ranger District,
Prairieville, Oregon.

Day no have letter approving rightofway from Lake approximate
of right of way from Hooker.

A. H. DAVIS.

11564

# OREGON STATE HIGHWAY COMMISSION

The Dalles Oregon.

August 26 1930

33 PB

Johnson Contract Co

311 Lumber Exchange Building

Portland Ore.

Gentlemen;

Correcting previous memorandum, the quantities between Stations 387+50 & 404+52, as recommended by MR C.C.Kelley, are as follows:-

Solid rock excavation ——————— 4593 cu.yds.

Common " ——————— 11568 "

33' 12" plain concrete pipe

Respectfully yours

Res. Engr.

cc Mr C.C.Kelley.

15979
4 A 2 c
3634
11 5

11564

# OREGON STATE HIGHWAY COMMISSION

The Dalles Oregon

August 28 1920

Johnson Contract Co.

311 Lumber Exchange Building

Portland Ore.

33PB

Gentlemen:

Correcting previous memorandum, the quantities between Stations 369+25 & 370+50, as recommended by Mr C.C.Kelley, are as follows:-

Solid rock excavation ----------8420 cu.yds.

R.M.Wall ---------- 72 .6 "

Dry Wall ---------- 108 .0 "

Respectfully yours

Res.Eng.

cc Mr C.C.Kelley.

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS
311 LUMBER EXCHANGE BLDG.

33PB

PORTLAND, OREGON. 8/21/20

Roy A. Cline, Secy.
Salem, Oregon
Dear Sir:-

Your letter about instructions to Mr. Ingle to make estimate as instructed by Mr. Kelley.

You say Sta. 369 x 25 to 279 x 50. I think this should be 369 x 25 to 370 x 50.

Here is the history of the case.
The men between 369 x 25 and 370 x 50 also the men between 387 x 50 and 402 x 00 have been here for some time waiting for estimate. The last named are the men where the shrapnel powder blew the bottom out. I saw Mr. Kelley during last Commission meeting and he said he would go up and make an estimate last monday. The next day I saw him and Mr. Nunn together and Mr. Nunn told him to make it up as soon as possible. I told the men Mr. Kelley would go up last monday. Saturday previous Mr. Kelley phoned he could not go till the end of the week. I sent word to the station men by the Italian. Monday morning about 20 of the men filed into the office. They did not believe me, thought I was stalling for some reason. Finally they went out, talked it over and decided to go to Mr. Benson. An hour later they came back and said Mr. Benson had talked to you and you said the estimate had been sent me friday and I should have had it saturday. I guessed the estimate and that checker had gotten mixed, so Called Mr. Benson, in their hearing, and had that out. Told Mr. Benson I would see him in the afternoon and explain to him what it was all about, which I did. Next day Mr. Benson phoned he had seen Mr. Nunn and that it would be fixed up right away all right. In the mean time I found that the head man of one of these gangs had twice been to Salem to try and catch Mr. Nunn. The next chapter is your letter and that covers only one gang. Both gangs are still here waiting and claiming that they are losing $12.00 per day while waiting.

Respectfully

E.T. Johnson

E. T. Johnson

August 19, 1920

SS FB

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am enclosing herewith Mr. Kelley's recommendation forwarded from Medford, in relation to the final estimate for the station men working between Stations 869 plus 25 and to Station 879 plus 50, on the Mosier-Bowens Section of the Columbia River Highway. Inasmuch as these men are asking that payment on this account be expedited, I would suggest that you send the Johnson Contract Company an estimate to cover Mr. Kelley's recommendation as soon as possible.

Yours truly,

Secretary.

BAK:LM

cc. Mr. C. C. Kelley, Office.
cc. Johnson Contract Company, 311 Lumber Exchange Building, Portland, Or.

August 2, 1920.

Johnson Contracting Co.,
311 Lumber Exchange Bldg.,
Portland, Oregon.

Gentlemen:

This is to acknowledge receipt of your letter of July 31st asking that payment under your supplementary agreement for the surfacing of parts of the Mosier-Rowena Section with material from talus slides be made under vouchers separate from the payments for the grading of this section, the purpose of this separate payment being to relieve you from the payment of premium on bond covering this part of the work. In this connection we have to advise that we are required by law to protect the interests of the State under all contracts and other agreements by bond in the amount of 50% of the total contract price. This protection will be required in connection with the surfacing work which you are doing. We would expect the bonding company to be responsible for this part of the work as well as any other part. Furthermore, we must furnish all bonding companies holding bonds on State highway work with complete cost statements giving the amounts paid to the contractor. It is our practice to give them information in regard to payments made under supplementary agreements as well as under the main contract, and it would hardly be possible for us to do otherwise. We do not believe, therefore, that payments for the surfacing work upon separate vouchers would in any case relieve you of the payment of premium covering the total amount of the work involved.

As regards payment for dry rubble wall constructed by you under your Mosier - Rowena contract, we have to advise that since the estimate referred to in your letter was put through, we have received your quotation of price on this item, together with the approval of our Division Engineer, and payment for this work will appear upon your next estimate voucher.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

E. T. JOHNSON, PRES. AND TREAS.

PHONE MAIN 4464

H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

## GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON.

E. T. Johnson

August 8, 1920.

Johnson Contracting Co.,
311 Lumber Exchange Bldg.,
Portland, Oregon.

Gentlemen:

We have your letter of August 2nd with further reference to the matter of making payments for the talus surfacing work being done by you in connection with the grading of the Rosier-Rowena Section upon vouchers separate from your payments for the grading work.

We wrote you yesterday in regard to the futility of such practice relieving you of the payment of premium on bond for this part of the work. As regards the retaining of the usual 15% upon this part of the work, will say that this is something which is required by law and we have no authority for making any exception of the present case. We can only enter into agreements covering work in excess of $2,000.00 without calling for bids upon same in cases where the work is to be handled supplementary to contracts in force and it is necessary that such work done under supplementary contracts be subject to the same provisions as the work under the main contract. The law specifically states that not more than 85% of the contract price of work completed shall be paid before the completion of the contract and its acceptance by the engineer.

Very truly yours,

HERBERT KUHN,
State Highway Engineer,

By

Office Engineer,

SHP:ER

E. T. JOHNSON, PRES. AND TREAS.

PHONE MAIN 4484

H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

## GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON. 9/ /20

E. T. Johnson

Returned to Kelley
for amendment
SMP

August 3, 1920

P. R. 35

Mr. Mark A. Mayer,
Mosier, Oregon.

ANSWERED
HERBERT M. [illegible]

Dear Sir:

I wish to acknowledge receipt of your letter of Aug st 2nd addressed to Mr. Munn, and to advise you that he is absent from the office on an inspection trip to Southern Oregon for the balance of the week.

Your interest in the matter is appreciated and Mr. Munn's attention will be called to your letter on his return.

As you will note from the specifications, the matter of a selection of material supply is left to the successful bidder so that he may make the best bid, based either on existing pits or pits which he may develop, and consequently no steps are taken looking toward the acquisition of such property until all bids are received and considered, then if a reasonable price cannot be secured for the gravel by negotiation, it may be condemned for highway purposes under authority of the law providing for such procedure.

It would appear that the price of 15¢ on the Middlesworth pit is considerably in excess of the price usually paid elsewhere on such material.

I am pleased to enclose blue print showing the alignment of the Mosier-Rowena Section, as your request.

Very truly yours,

Secretary.

RAK:Ll
nols.

MAYERDALE ORCHARDS
MOSIER, OREGON

August 2, 1920

Mr. Herbert Nunn

State Highway Engineer

Salem, Ore.

My dear Mr. Nunn;

Relative to the material(Gravel) to be used for surfacing the road between Mosier and Rowena, I note your specificatiens call for same from the Middleswartz or Marsh Pit.

May I suggest that you arrange for the Middleswartz Pit, as this pit has been opened and has a direct road connecting with the Highway construction, whereas, if the so called Marsh pit is designated, obtaining gravel from same will entail quite an expense on the successful bidder, as this pit has never been opened and besides necessitating the removal of several thousand yards of top earth before the pit would be available, a new road would have to be constructed.

Althe Mr. George Chamberlain, who is in charge of the Middleswartz pit, has put quite a high price on his gravel, I am certain if you will send me <u>at once</u> , your usual form of contract, I can secure this gravel for you at 15¢ per cu. yard.

Drop in on us at your convenience, as I want you to know I am at all times pleased to deal for good players.

Cordially,

Mr. Mr.

Kindly mail me another Blue Print of the Mosier-Rowena construction, as a correspondant of the Oregonian is to write up a descriptive article of this work and will likely use the blue print in connection with same.

August 21, 1920

H. G. Ingle,
The Dalles, Ore.

Dear Sir:

This is to acknowledge your communication of the 19th., also the copies of the proposed agreement with Amanda A. Marsh and E. J. McClure for the purchase of gravel.

These agreements will be submitted to the Highway Commission at their meeting to be held in Portland the 24th., of this month for approval and execution, after which copies will be sent to you for delivery to the other parties.

Yours truly.

JDD:AF

Assistant Attorney General.

...MISSIONERS

...IN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Agreements.
File 13.

The Dalles, Ore., Aug. 19, 1920.

RECEIVED
AUG 20 1920
...ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Devers.

Dear Sir:

We are enclosing herewith triplicate copy of agreement signed by Amanda A. Marsh and T. J. McClure concerning the sale of gravel on their property for the use of surfacing the Mosier-Rowena Section of the Columbia River Highway. We would ask that you approve this as to form, and have the agreement duly signed by the Commissioners and notify this office as early as possible when we may begin taking gravel from this property for this surfacing job.

We are enclosing a letter which accompanied this agreement from Mrs. A. A. Marsh for your information.

Respectfully yours,

H. C. INGLE,
Division Engineer.

AMA:kl

By A. M. Alspaugh

Prosser Ore Aug 17, 20

Mr H. C. Ingle

The Dalles Ore

Dear sir. In returning the papers filled out as far as it seemed necessary for us to do I wish to call your attention to the date Aug 15 - was Sunday. We prefer to have them dated Aug 16. 1920

Will you kindly change the date

After thinking the matter over and in order to make a settlement, we decided to accept the price you offered 7½ cts (per cubic yd), We expect that to be final. And is just one half of what we offered the gravel to the High — Con — And is comparatively nothing. When we consider the price and confusion and trouble of the traffic that will be carried on here on the place we are almost sorry we ever mentioned the matter But we appreciate the kindly interest you have shown us. And thank you

Yours Very Truly Mrs A.A. Marsh

ct 19, 1920

26 19

lay's recommendation

e final estimate for

209 plus 25 and to

Section of the Columbia

e saving that payment on

t that you send the

over Mr. Kelley's recom-

rely.

Secretary.

DAK:LH

cc. Mr. C. C. Kelley, Office.
cc. Johnson Contract Company, 311 Lumber Exchange Building, Portland, Ore.

August 29, 1930

EE MB

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am enclosing herewith Mr. Kelley's recommendation forwarded from Heiford, in relation to the final estimate for the station now working between Stations 369 plus 25 and to Station 379 plus 50, on the Umatilla-Boyer Section of the Columbia River Highway. Inasmuch as these men are asking that payment on this account be expedited, I would suggest that you send the Johnson Contract Company an estimate to cover Mr. Kelley's recommendation as soon as possible.

Yours truly,

Secretary.

EE:EM

cc. Mr. C. C. Kelley, Office.
cc. Johnson Contract Company, 311 Lumbermens Building, Portland, Or.

FORM A 24-7-20

S. BENSON, PORTLAND, CHAIRMAN
A. A. BOOTH, EUGENE
ED. K. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Surfacing.
File 24.

The Dalles, Ore., July 31, 1920.

PR 37

RECEIVED
AUG 2 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I note in the proposal for gravel surfacing of the Mosier-Rowena Section a discrepency in the quantity of material involved. The amount entered in the proposal form is for an 18 foot width of gravel surfacing and 6 inch depth throughout. The work called for is for 20 foot width with depth according to character of grade.

The difference in amount required for this 20 foot width and allowance for widening on curves and extra thickness on the sections of common or intermediate material in the subgrade will give an additional amount of about 5,000 cubic yards required.

I think it advisable, therefore, that contractors be notified of this full amount of approximately 20,000 yards of surfacing material that will be involved.

Respectfully yours,

H. C. Ingle.

H. C. Ingle,
Division Engineer.

HCI:kl

# OREGON STATE HIGHWAY COMMISSION

33PB-33PC - Surfacing Estimate.

The Dalles, Ore., July 12, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUL 14 1920

Attention Mr. Probert.

Dear Sir:

I am enclosing to you herewith estimate for surfacing work to be done between Mosier and The Dalles on the Columbia River Highway. This work is divided into two sections, one section being from Mosier to Rowena, the other section being from Rowena to The Dalles. It has been thought advisable to make this division in order to give opportunity for certain concerns who may be unable to handle the total amount of work involved in surfacing the two sections, and perhaps gain an advantage in price to the State. The estimate submitted is for pit run gravel surface from Mosier to Rowena, this gravel to be subject to requirements of materials used in crushed gravel surfacing as to size, maximum size of 1½" being specified, and ranging down to a minimum percentage of sand which will prove acceptable to the Engineer.

The source of gravel supply upon which estimate is based is the Middle Swartz pit, which is 3/10 mile from Station 222, and also a pit 3/4 of a mile from Station 88, as indicated by the enclosed map. The materials from these two pits are deemed suitable for use as pit run gravel, although some screening may be necessary. The source of supply for Rowena to The Dalles Section is a quarry site at Talus Rock Slide, adjacent to the Highway at Station 684. The quantities are based on a uniform width of 18 feet, and a thickness of six inches, except between those stations as indicated, where we will use an eight inch thickness. The six inch thickness is applied where we already have a substantial rock base, and the extra two inches is used on those portions where the road bed is across earth fills.

I am preparing some special provisions to apply to this work, and will submit them to you within the next day or two. I believe that we have used figures which will approximate those applying to present conditions and costs.

Respectfully yours,

H. C. Ingle,
Division Engineer.

HCI:kl
Encls

# OREGON STATE HIGHWAY COMMISSION

33PB - Special Provisions, Gravel Surfacing.

The Dalles, Ore., July 20, 1920.

RECEIVED
JUL 21 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

As stated in my letter of the 12th inst., I am submitting to you herewith Special Provisions to apply on surfacing contract of the Mosier-Rowena Section of the Columbia River Highway.

I wish to call attention to the necessity of making corrections in the general contract form in those clauses which apply to preparation of earth subgrade for graveling, macadamizing or paving. As stated in these Construction Details, wetting of the subgrade is called for, and payment of unit price on excavation and material used in regard to filling of low points which does not apply to the contract considerations. Also no clay or earth filler will be required, as stated under item 40 of your specifications. I presume you will go into detail on this and make all such matters consistent, and merely suggested those that have occurred to me at this time.

The sketch map showing the layout on this section was sent to you some time since. Mr. Kelley advised me that only the Mosier-Rowena Section is to be let for contract at this time, so this sketch map will have to be revised to include only the Mosier-Rowena Section.

Respectfully yours,

H. C. Ingle.

H. C. Ingle,
Division Engineer.

HCI:kl
Encls.

SPECIAL PROVISIONS

Work to Be Done:

The work to be done consists of 9.02 miles of gravel surfacing.

Location of Work:

On the Columbia River Highway in Wasco County, between Mosier and Rowena, more particularly between stations 0+00 and 479+78.5 of the State Highway Survey.

Date of Completion:

The work covered in this contract is to be completed as herein stipulated, on or before November 15, 1920.

Federal Aid Project:

?

Location of Gravel Pit:

The pit designated as suitable for use is situated 1/3 mile north of Station 222, and known as the Middleswartz Pit, or Marsh Pit.

Only the most suitable material in this pit, or material of equal suitability from some other source, shall be used. All fragments greater than one and one-half inches in size shall be removed.

Preparation of Sub-grade:

Before any surfacing is applied the roadbed shall be re-graded and brought to a cross section suitable for the application of surfacing, and prepared to grade all ruts and inequalities shall be eliminated, and such shoulders prepared as as may be considered desirable by the Engineer.

The contractor's attention is particularly called to the re-grading which will be required in connection with this work, and to the fact that the cost must be included in the bid price per cubic yard for surfacing. No payment for excavation connected therewith will be made, and no force account allowed.

Rolling:

Sub-base is to rolled with a ten ton roller for an amount of twenty-four hours rolling per mile. All costs of rolling shall be included in the unit price bid. Contractor to furnish rollers.

Width, Thickness and Number of Courses:

The width, thickness and number of courses of the surfacing to be laid under this contract shall be as shown on the attached plan showing the roadbed section, except that the thickness of any course may be increased or decreased where the condition of the subgrade may, in the opinion of the Engineer, warrant a variation. Extra widening on curves and at any other points will be indicated by the Engineer.

In general, on all talus and rock base the finished surface shall be 6" x 20' loose. One 4" course will first be laid and spread un-

iformily, and all hauling be done over this spread until completion of this course continuously from the point of nearest haul to the pit, and in either direction, this bottom course to be kept to uniform surface and ruts and inequalities kept filled by frequent dragging and blading. Over this bottom lift shall be spread a top course of 2" loose thickness, which shall be spread to bring the finished surface up to neat crown.

On all base of intermediate materials and on earth fills the surface section shall be 8" x 20' loose laid in two courses of 4" thickness each. The base shall be laid and maintained as outlined for laying the 6" gravel section, and the 4" top course spread in the same manner as the 2" top course.

Surfacing Materials Secured by State:

Gravel for surfacing will be secured from the gravel pit (Middleswartz or Marsh Pit) above mentioned, by the State and furnished free to the contractors in place in the pit.

Any other pit may be used if material is of acceptable material, but such other pits must be furnished by the contractor.

The contractor to carry all expense involved in the stripping and development of pits and construction and maintenance of any necessary roads for haulage of materials, such expense to be included in unit price bid on surfacing materials.

Maintenance:

Maintenance by the contractor of a uniform and smooth surface over all portions as completed will be required continuously until final acceptance of the contract by the State. All expense of such maintenance shall be borne by the contractor.

Measurement and Payment:

The quantities to be paid for shall be the number of cubic yards, loose measure, of surfacing material furnished, delivered and incorporated in the work.

Payment will be made at the unit price bid for the material, and this unit price shall be understood to include and cover preparation and rolling of the subgrade, screening, loading, and hauling, spreading the surfacing materials, trimming the earth shoulders, maintenance of the surface during construction, and all other work incidental to the construction and completion of the finished wearing surface in accordance with the above specifications.

Trucks Furnished by State:

The State agrees to furnish any or all trucks required for use on this work free of charge, costs of alterations or repairs, and cost of operation of trucks to be borne by the contractor. Trucks to be returned to the State in good condition upon completion of the work included under the contract.

Preference to be Given Soldiers and Sailors:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination shall be made among citizens of the United States." (Section 6 of the Act of Congress approved Feb. 28, 1919, entitled "An Act making

appropriations for the Service of the Post Office Department for the fiscal year ending June 30th, 1920 and for Other Purposes" ----- Public 299 65th Congress.

Form 44—SM—2-30

QUANTITY SHEET

STATE OF OREGON
HIGHWAY DEPARTMENT

# SURFACING ESTIMATE
## MOSIER - ROWENA SECTION
## COLUMBIA RIVER HIGHWAY

| FILE | Total Average Haul | Haul section - feet | Cu yds per Mile | Total cu. yds | Hauling cost per yd. | Cost per yd on truck (including spreading) per yd | Total Unit Price | Total Cost |
|---|---|---|---|---|---|---|---|---|
| From Sta 0+00 to Sta 158+40 "Pit Run Gravel" - from Pit East of Mosier (Sta 88+00) Roadway 18' wide - 6" deep. | | | | | | | | |
| 1-2 | 8800 | 5280 | 1760 | 1760 | .40 | 1.50 | 2.40 | 4224.00 |
| 2-3 | 4400 | 5280 | 1760 | 1760 | .50 | 1.50 | 2.00 | 3520.00 |
| 3-4 | 7040 | 5280 | 1760 | 1760 | .90 | 1.50 | 2.40 | 4224.00 |
| Total | | | | 5280 | average Cost per yd | | $2.27 | $11,968.00 |
| From Sta 158+40 to Sta 480+00 "Pit Run Gravel" from Middleswarth Pit (Sta 222+00) Rdwy. 18' wide - 6" deep. | | | | | | | | |
| 4-5 | 5304 | 5040 | 1760 | 1680 | .70 | 1.50 | 2.20 | 3696.00 |
| 5-6 | 3180 | 5280 | 1760 | 1760 | .50 | 1.50 | 2.00 | 3360.00 |
| 6-7 | 8424 | 4930 | 1760 | 1643 | .40 | 1.50 | 2.40 | 3943.20 |
| 7-8 | 13704 | 5280 | 1760 | 1760 | 1.30 | 1.50 | 2.80 | 4928.00 |
| 8-9 | 18484 | 5280 | 1760 | 1760 | 1.70 | 1.50 | 3.20 | 5632.00 |
| 9-10 | 24504 | 5760 | 1760 | 1920 | 2.10 | 1.50 | 3.60 | 6912.00 |
| Total | | | | 10523 | average Cost per yd | | $2.71 | $28,471.20 |

## Summary

| | | | |
|---|---|---|---|
| Pit Run Gravel | 15803 | average Cost per yd | $2.56 | $40,439.20 |
| | | + 10% Eng + Cont'g | 4043.92 |
| | | Total Estimated Cost | $44,483.12 |

Form 44—5M—2-20

QUANTITY SHEET

STATE OF OREGON
HIGHWAY DEPARTMENT

# SURFACING ESTIMATE
## ROWENA - THE DALLES SECTION
## COLUMBIA RIVER HIGHWAY

| Mile | Total Average Haul | Haul Section -Feet- | Cu yds per Mile | Total Cu. yds. | Hauling Cost per yd. | Cost per yd on Truck -including spreading | Total unit price per yd | Total Cost |
|---|---|---|---|---|---|---|---|---|
| From Sta. 495+50 to Sta. 705+00 – "Crushed Gravel" or "Crushed Rock" from Crusher Site near Sta. 684+00. – Rdwy. 18' wide – 6" deep (except as shown) | | | | | | | | |
| 1-2 | 16510' | 5280 | 1760 | 1760 | 1.50 | 2.10 | 3.60 | 6336.00 |
| 2-3 | 11230' | 5280 | 1760 | 1760 | 1.10 | 2.10 | 3.20 | 5632.00 |
| 3-4 | 5750' | 5280 | 1760 | 1760 | .70 | 2.10 | 2.80 | 4928.00 |
| 4-5 | 15°05' | 5280 | 1760 | 1760 | .50 | 2.10 | 2.60 | 4576.00 |
| 5-6 | 5210' | 5280 | 1760 | 1760 | .70 | 2.10 | 2.80 | 4928.00 |
| Sta. 723+00 to Sta. 736+00 (2" extra thickness) | | | | 114 | .90 | 2.10 | 3.00 | 432.00 |
| 6-7 | 10490' | 5280 | 1760 | 1760 | 1.10 | 2.10 | 3.20 | 5632.00 |
| Sta. 801+00 to Sta 810+00 (2" extra thickness) | | | | 100 | 1.30 | 2.10 | 3.40 | 340.00 |
| 7-8 | 15770 | 5280 | 1760 | 1760 | 1.50 | 2.10 | 3.60 | 6336.00 |
| Sta 848+00 to Sta 863+00 (2" extra thickness). | | | | 167 | 1.70 | 2.10 | 3.80 | 634.60 |
| 8-9 | 20405' | 3440 | 1760 | 1330 | 1.70 | 2.10 | 3.80 | 5054.00 |
| Total | | | | 14061 | average cost per yd | | $3.19 | $44,828.60 |

— Summary —

| | | | |
|---|---|---|---|
| Crushed Gravel or Rock | 14061 Cu yds | @ $3.19 per yd | $44,828.60 |
| | + 10% Eng & Contg | | 4482.86 |
| | Total Estimated Cost | | $49,311.46 |

July 28, 1920.

F.A. #35

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We propose now to surface the Hosier-Rowena Section of the Columbia River Highway in Wasco County, which section is now being graded under Federal Aid Project No. 35, and we hereby request Federal Co-operation in connection with this surfacing.

The type of surface proposed to be used is gravel twenty feet in width by eight inches in loose thickness. Special Provisions, Estimate of Cost, and Cost Analysis are enclosed herewith.

It is the intention of the State Highway Commission to pave this project as soon as the fills have settled, but it is considered necessary to provide a temporary surface at this time in order to protect the subgrade and to make the road available to traffic until such time as the paving can be proceeded with.

We suggest that you arrange with our Division Engineer, Mr. H. C. Ingle of The Dalles, for an inspection of the proposed work.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 35.

SURFACING MOSIER-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany Special Provisions for surfacing. Not as basis for Project Agreement.)

Salem, Oregon, July 22, 1920.

| | | | | | |
|---|---|---|---|---|---|
| 15,800 | Cu. Yds. | Run-of-Bank Gravel Surfacing | @ | 2.50 | $ 39,500.00 |
| | | 10% Engr. & Cont. | | | 4,819.00 |
| | | Total | | | $ 44,319.00 |

Length of Project 9.02 Miles.

Cost per mile for surfacing $ 4,913.41

State Funds Available $ 22,159.50

Federal Aid Requested 22,159.50

$ 44,319.00

SPECIAL PROVISIONS
Mosier-Howena Section.

FEDERAL AID PROJECT:

This is a Federal Aid project and the contractor's attention is called to all clauses relating to such projects.

PREPARATION OF SUB-GRADE:

Before any surfacing is placed the roadbed shall be re-graded to a cross-section and profile suitable for the application of the surfacing. All ruts and inequalities shall be eliminated and such shoulders prepared, for the retaining of the surfacing materials, as may be considered desirable by the Engineer. The sub-grade shall then be rolled until thoroughly compacted. Rolling shall be done with a three whee power roller weighing not less than ten tons and shall continue for a period of not less than ~~twenty-four~~ thirty-two actual rolling hours for each one mile of sub-grade.

Any sprinkling of the sub-grade that may be required will be paid for as extra work.

WIDTH, THICKNESS AND NUMBER OF COURSES:

The width of surfacing to be laid under the terms of this contract shall be twenty (20) feet.

In general it shall be constructed in two courses of the thicknesses, loose measure, as given below:

| | |
|---|---|
| Common or Intermediate Material in Sub-Grade: | |
| Bottom Course | 4" Loose Thickness |
| Top Course | 4" Loose Thickness |
| Talus or Rock Material in Sub-Grade: | |
| Bottom Course | 4" Loose Thickness |
| Top Course | 2" Loose Thickness |

Where, in the opinion of the Engineer, the sub-grade is such that different thicknesses, than those given , are required the surfacing shall be laid in such thickness for each course as he may order.

The quantities given are approximate only and the Engineer reserves the right to vary the quantities used during the progress of the work.

QUALITY AND SIZES OF MATERIALS:

All Run-of-Bank Gravel used shall consist of clean, hard, tough and durable rock. It shall contain no vegetable or other deleterious matter and shall be free from thin, soft, elongated or laminated pieces.

Not over twenty five (25) per cent shall pass a one-quarter (¼) inch screen and not less than 100 per cent shall pass a two (2) inch screen. All material shall be well graded from coarse to fine. No payment will be allowed for the screening out or crushing of any over-size materials. The contractor may waste or crush the oversize material at his own option.

DUMPING ON ROADWAY:

The spreading of any course or layer of material shall be done from suitable spreader wagons, end dump trucks with end gates adjusted to give the proper spread or from piles dumped along the road. No segregation of large or fine particles will be allowed and the materials in place shall be free from pockets of large or fine material.

HAULING, DRAGGING, ETC.:

With the view of securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of the project nearest the point of loading and working away from that point; to complete the construction of the base course laid from each particular point of loading before beginning the top course from that point and to thoroughly drag and (or) blade the surfacing at frequent intervals during the course of construction and up to the final acceptance of the project.

The intervals at which dragging and (or) blading will be required and the manner in which it shall be done will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

FINISHING:

After the surfacing is complete the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section attached.

METHOD OF PAYMENT:

The quantity of Run-of-Bank Gravel surfacing to be paid for shall be the number of cubic yards, loose measure, of gravel delivered and incorporated in the work.

The price bid shall include the preparation of the sub-grade, developing, hauling, spreading, dragging and blading the surfacing, constructing and finishing the earth shoulders, and all other work in connection with the complete construction of a finished and satisfactory wearing surface.

No payment will be made for any crushing or screening that the contractor may be required to do to produce a material complying with the above specifications, nor shall any payment be made for haul.

Any sprinkling of the sub-grade or any rolling or sprinkling of the surfacing that may be required will be paid for as extra work.

MATERIALS TO BE FURNISHED BY THE STATE:

Gravel suitable for the surfacing to be constructed under the terms of this contract may be secured from the pit located approximately one-third (1/3) mile north of Station 822, as shown on the accompanying blueprint, and known as the Middleswartz or Marsh Pit. Only the most suitable material from this pit or material of equal suitability from any other source shall be used.

The attention of the contractor is especially called to the standard mimeographed special provisions bound herein relating to the furnishing of sources of material supply.

GRADING BEING DONE:

The attention of the contractor is called to the fact that this section is under contract for grading at the present time and that the surfacing shall be carried on without interference with the grading operations. The State assumes no liability or responsibility for loss or delays occasioned to the contractor by the grading operations, provided, however, that an equitable extension of the time limit of this contract may be made upon the presentation of satisfactory evidence by the contractor that non-completion of the grading rendered impossible the completion of the surfacing within the time limit specified herein.

Nothing in this clause relative to the grading work shall be interpreted as relieving the contractor from any work in connection with the preparation of the sub-grade for surfacing.

STATE TO FURNISH GRAVEL BANK AND QUARRY SITES.

The State Highway Commission will secure and make available to the contractor, without payment of royalty, such quarry sites, gravel banks, and gravel pits as are specified herein as being acceptable sources of material supply, and such quarry sites, gravel banks and gravel pits as the contractor may locate and desire to utilize, provided, however, that noquarries, banks or pits other than those specifically mentioned in the specifications as acceptable sources of materials, will be secured by the State until they have been thoroughly prospected by the contractor and found to be satisfactory, both as regards quantity and quality of materials, and only such quarries, banks or pits will be secured as, in the opinion of the Engineer, are reasonably required for the economical prosecution of the work.

The State Highway Commission will also assume responsibility for the leasing or purchasing of gravel, rock and sand required to be taken from the beds of navigable streams, which leasing or purchasing is required under Chapter 32 of the Oregon Laws of 1920.

In the securing of quarries, pits and banks, the initiative shall rest with the contractor. He shall make written request to the State Highway Commission for each and every quarry, pit and bank that he desires to utilize, giving complete property descriptions of each, with the names and addresses of owners, and details as to quantities of materials to be obtained from each quarry, pit or bank. If the State Highway Commission fails to make any quarry, pit or bank available to the contractor within twenty-eight days after the receipt of the contractors written request for same, the time limit for the completion of the work under contract shall be extended by such amount of time as the Engineer may consider that the completion of the work as a whole has been delayed on account of the failure to secure the quarry, bank or pit within twenty-eight days after the receipt of the contractors request.

This clause will in no case be interpreted as making the State Highway Commission responsible for royalties or other costs in connection with materials purchased from commercial operators. It shall apply only to quarries, pits and banks to be operated by the contractor and from which the materials are to be used only in connection with the work to be done under the contract involved. The State Highway Commission does not obligate itself to secure for the contractor any pit, bank or quarry which is being operated, or which has been secured for the purpose of operating, by any party, for commercial purposes or for use in connection with work other than that contemplated under this contract. Neither does the State Highway Commission obligate itself to secure any pit, bank or quarry which, on account of its

location or its value for other purposes, or which for any reason, would cost the State an amount to secure, beyond what would be considered a reasonable royalty on material for road surfacing purposes.

The State Highway Commission will bear no part of the cost of the location, prospecting, developing, or operating of any pits, banks, or quarries, or of the cost of constructing connecting roads.

# UNIT PRICE ANALYSIS

Structure Type Proportions. R.O.B. Gravel Surfacing
Width, Thickness &c Of Pavement. 20' Wide - Variable thickness

Mosier-Rowena Section - Ore. Fed. Aid Proj. No.

| ESTIMATE ITEMS | | |
|---|---|---|
| Elements | Gravel | |
| Kind | R.O.B. | |
| Sample No. | | |
| Test No. | | |
| Quantity Available | Plenty | |
| Source | Local | |
| Delivery | On Road | |
| COSTS (Including All Overhead) F.O.B. Purchase Unit (Ton, L. or Cu.) | Cu. Yd. | |
| F.O.B. Pit, Quarry or Land Lease | 1.00 | |
| Transfer to Account F.O.B. | .20 | |
| Haul | 1.05 | |
| Cost of One Unit | 2.25 | |
| Unit Used | Cu. Yd. | |
| Fraction Used in Each Unit of Finished Product & Amount | 100% 2.25 | |
| Total Amount for Raw Material | 2.25 | |
| Manufacture | .30 | |
| Sum | 2.55 | |
| Profit ( %) | | |
| Freight | | |
| Totals | 2.55 | |
| Converted to Use Unit of Finished Product | | |
| Haul Data: Average Length | 2.02 | |
| Haul Data: Cost | 52¢ Yd. Mi. | |

Estimated By. J.W.O. Date 7-22-20

Checked By. Date

# OREGON STATE HIGHWAY COMMISSION

33PB - Special Surfacing

July 20, 1920.
The Dalles, Ore.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

JUL 23 1920

Attention Mr. Probert.

Dear Sir:

I am sending you herewith estimate No. 9 for Contract No. 205 on Job No. 33PB, Mosier-Rowena Section. Also I am enclosing estimate for month ending July 10th covering work on special tailus surfacing, which work is being performed by the Johnson Contract Company under terms of special agreement entered into on a basis of unit price per yard in pit, and unit price on mileage haul. The Johnson Contract Company has requested that if possible we render payments on this special work separately from those on the main contract. They claim that this will eliminate the necessity for their payment of 1½% on the bond on final estimate covering this surfacing work.

I presume that this arrangement cannot be made without interference with the Federal Aid Agreement and participation by the Government in costs of the surfacing work. It will doubtless be necessary therefore that you carry the items of this surfacing over onto the regular estimate and the separate estimate forms be destroyed. Please let me know if this is done by your office, and I will change our records here, and on our next month's estimate we will carry it according to your wishes.

Respectfully yours,

ANSWERED
S. H. Probert

H. C. Ingle,
Division Engineer.

HCI:kl
Encls.

July 16, 1929.

P. R. 25.

Johnson Contract Co.,
311 Lumber Exchange Bldg.,
Portland, Oregon.

Gentlemen:

Your favor of July 3, requesting additional allowances on your contract between Hosier and Bowman on the Columbia River Highway in Wasco County, is received.

In regard to the matter of allowing 1 foot below grade in shallow rock cuts, will say this was not contemplated in our contract and specifications and it would be a rank discrimination in your favor and against other contractors who bid on this work.

Regarding the matter of classification, we will follow our usual policy and you may be assured of a fair and equitable classification.

Very truly yours,

State Highway Engineer.

CCK:HI

PHONE MAIN 4464

H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

REFERRED TO
C. C. Kelly
BY H. N.

PORTLAND, OREGON.

E. T. Johnson

July 1[illegible], 1920

P. R. No. 36

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Reference is made to your letter of July 10th referring to drain tile for the Johnson Contract Company.

Under date of July 1st we received a letter from the Johnson Contract Company in this matter which is enclosed. The writer made the notation on the bottom and asked Mr. Hollenberg to answer along that line. Mr. Hollenberg through a misunderstanding advised the Johnson Contract Company direct instead of through you.

It would seem that there may be a difference between Concrete pipe and cement tile, the cement tile as we understand, being a cheap product costing a few cents per foot and used for drainage purposes and believed to be superior to the old fashioned farm clay tile.

It is understood that there is a concrete pipe made in heavier dimensions in which hydrated lime is used and which is not porous. Probably throughout the State fully 75% of the porous drain tile used is of the cement variety.

Mr. Kelley suggests that Mr. Kibbe may have a supply of this tile left over from the Cascade job which could be hauled up by Johnson on State trucks and in this manner secure the needed supply quickly.

It is suggested that it is unnecessary to burden this office with correspondence such as this unless there is a real necessity as the volume of work passing through is enormous and it is requested that field men do not burden the office unnecessarily.

Yours truly,

Secretary.

PAK:LH
Encls.

# OREGON STATE HIGHWAY COMMISSION

33PB - Drain Tile.

The Dalles, Ore., July 10, 1920.

RECEIVED
JUL 12 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ANSWERED

Attention Mr. Probert.

Dear Sir:

I have a letter from the Johnson Contract Company relative to the use of drain tile on the Mosier-Rowena Section of the Columbia River Highway. They state they wrote your office for information as to where they could obtain this drain tile, and you quoted them a Salem concern as being able to supply it. In their letter they state you advised them that concrete pipe can be used in place of the drain tile. I had previously written them that the concrete pipe would not answer the purpose for which this pipe was intended, as it is to take care of seepage conditions near springs along the right of way.

Will you please let me have copy of your letter to them on this point.

Respectfully yours,

H. C. Ingle.

H. C. Ingle,
Division Engineer.

HCI:kl

June 25, 1920

Memorandum.
Mr. Roy A. Klein, Secretary,
State Highway Commission,
O f f i c e.

Dear Sir:

Please note the attached. The pit is at station 50 to 53 and we are using materials that would otherwise have to be wasted and would in places require the payment of over-haul or waste to keep from encroaching upon private lands. The talus base we are placing will be topped out with pit-run pea gravel.

This will increase the grading estimate approximately $7,000 but will decrease the surfacing estimate about $11,000 and afford a better base and surface.

It is contemplated to pay for this work on the grading estimates at the price agreed upon.

Yours truly,

HERBERT HUHN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON.

Renewed
6/28/20

E. T. Johnson

PRR
3-1
14-13
7

NORTH
M.N.

July 13, 1920

Mr. J. M. Devers,
Assistant to the Attorney General.
O f f i c e.

Dear Sir:

On last Wednesday night I met Mr. McNab and Mr. Pearson of the C.W.R.R. & N. Company at Mosier and had a conference with them regarding the encroachment situation through the town.

It was tentatively agreed that the center line of the highway should remain as shown on the existing prints which have been prepared, and that the highway would occupy a strip of land through the town 45 feet in width, being 30 feet on the south side of the center line and 15 feet on the north side wherever the encroachment is on railroad property. I was assured by Mr. McNab that he would recommend this proposition to his principals.

When the agreements are finally drawn up there should, however, be made a provision whereby the railroad company would agree to keep their buildings proper, back as far away from the boundary line as agreed upon, in order that the sight distances along the highway might not be impaired. The 15 foot width north of the center line will practically be all used for roadbed purposes and sufficient width for turning and platforms on the railroad property should be provided in front of any proposed warehouses.

Mr. McNab promises to let us know their final decision within a very few days from the time of the meeting.

Yours truly,

Assistant Engineer.

CCK:LM

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4484 H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

## GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON. 6/12/20

Mr. C.C.Keller, [illegible]
The Dalles, Oregon
Dear Sir:-

Yours of the 9th. inst. [illegible] Non-Explosible Construction" [illegible].

The following day the writer went to the work to see what had happened, for both Mr. Jim Malin, and Herman had told me several times of the chilli holes only and your threats in case the holes were broken.

Your statement that the holes were knocked out is true.

Your charge that it was caused by over loading for the purpose of throwing the material is a surprise and incorrect. The usual charge for a coyote, to throw, is from 12 to 14 lbs. to the Cyd. The heavier charge is used when the holes are far in as these are. Mr. Jim got from the engineer the yardage to be moved and then calculated 2/3 of a usual charge. The station men kicked hard, stating it would only shake it and not throw the rock. Jim agreed but told them "It is the hard rock and you knocks the bottom out Mr. Keller kills you." He would call, let them have the 2/3 charge and they had no way to get even & had to let it go at that. It did not throw. The line is front have not broken hill, nor is there a fresh broken rock on the face right or quite. It simply raised it up a little and let it out to back, except such as slid down the hill when the holes went out from under it, the rock has to be hand picked. Then I had better ha for I was stupefied, for I had never seen anything like it, and I thought I knew what powder could do. The I note that order it was loaded with and they told me the order Mr. Keller sold me. I asked to see it. At once I noticed it had a certain [illegible] powder and the case while marked "Blue Ribbon" were of the war Department. I found that the coyote adjoining them had been shot with Black Blasting powder and had not broken to [illegible]. Then I transferred my investigations to the powder men of Portland. I find this is a special powder manufactured in Canada and made for shrapnel shells. It is a very quick powder of great shattering force and entirely unsuite for coyote work. It has for [illegible] the shattering force of dynamite. When I could understand why the holes were so [illegible] stood on end & broke. The Govt. should have no right to [illegible] and it when it can not how it acted. I do not [illegible] before, then [illegible] sold it to me, but it was a blasting [illegible] for coyotes to me. For some [illegible] of rock it is superior; for [illegible] holes that have to be loaded it puts the [illegible] out of [illegible] with the [illegible] to handle well. I will use [illegible] of it I have and return you the rest.

(1)

Portland,Oreg. 6/1/20

. . . . .

. . . tried to sell me a car of that powder but I de-
. . . , but I . . . a little powder, but I did not
. . . powder I did not. For you came to me and asked
. . . that car I was glad to be able to do, es-
. . . you were, and I, the public
. . . would be benefited.

I have spent a little time for the rest of the
. . . with you and would have liked very much to have
. . . for a . . . but I was unable to do this on account.

I am very sorry that . . . , for I could
have been helpful to you in that matter.

You charge [illegible] as the cause of the accident. You may recall that in order to [illegible] who did not know what he was selling, [illegible] powder. He has been working in and between the Pacific Coast and the Pacific States in Oregon and Washington for 20 years, with one year out that he was in Northern California working for Peck. He is an expert in that class of work and is an excellent foreman and always did do good work and DOES. Brodie has been a construction man in Oregon, Washington and California for 20 years that I know of. With these men on the work and Herman and I both, after the general supervision you are very fortunate indeed if you have work either planned.

I don't like your bridge or wall plan. There is no proper foundation for either and would cost the state much more to build them than to straighten the line and set the work on solid ground.

Respectfully

Johnson Contract Co.

By E. F. Johnson

Pres.

Dem. to Mr. Hem.

[illegible],Dec. 6/11/20

[illegible]
[illegible]
[illegible]

Gentlemen:- Attention W.F.Johnson,Prest.

S.M.M-Y
6'-1

Referring to our conversation of to-day, and your communication of the 7th.inst. regarding the effect of blasting done by ordnance powder [illegible] like yours in your limestone work.

We find in our investigations that this explosive was manufactured by the Canadian Explosives, Ltd., with their offices at Montreal, and plant at Hamilton, Ontario. It is ordnance powder, by which we mean to convey that it is Nitrate of Potassium, Charcoal and Sulphur explosive, marked "Grade No.4", which is a combination containing about three-fourths of its weight of Nitrate of Potassium, which with the other combination of Sulphur & Charcoal, makes a very quick, acute-acting explosive, being especially used for [illegible] a projectile or bursting charge, as it is the correct type of powder for blasting, for the action of a proper blasting powder should be lifting or heaving, and somewhat slow, whereas ordnance powder would be quick, acute and shattering. This condition in action is caused by the increased volumne of oxygen gas afforded by Nitrate of Potassium over the Nitrate of Sodium standard Blasting Powders. Such an explosive, by reason of its acute local action being quick, in a coyote blast, will force its shattering effect downward, causing the objectionable feature of breaking the ground [illegible], [illegible] miner or contractors skilled in using standard blasting powder made of Nitrate of Sodium will observe a very different [illegible] unsatisfactory result from using Nitrate of Potassium Powder, such as is manufactured for Ordnance requirements.

Yours truly,

[illegible] du Pont de Nemours & Company

(signed) J.H.Willman
Manager

Cop. [illegible]

PR
35

OREGON STATE HIGHWAY COMMISSION

June 16, 1920.

Mr. H. C. Ingle,
The Dalles, Oregon.

35 PB

Subject: Porous Drain Tile.

Dear Sir:

Answering your inquiry of the 14th wehave a quatation from a Salem Firm on 6" porous drain tile of $80.00 per thousand in car lots f.o.b. Salem.

It is probable, however, that as good a price can be secured f.o.b. Portland from some factory there, and it would be advisable for you or Mr. Johnson to get their quotations before placing an order.

Yours respectfully,

HERBERT NUNN,
State Highway Engineer.

By

RVH/H

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Porous Drain Tile.

The Dalles, Ore., June 14, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Lytle.

Dear Sir:

I am informed by the Johnson Contract Company that they are unable to secure six inch porous drain tile, and they wish to know if vitrified pipe or concrete pipe will serve as a substitute.

As the porous drain tile is the only pipe that will serve our purpose, I am writing to ask if the State can secure delivery on the tile for use on the work between Mosier and Rowena, Columbia River Highway. If you are able to secure this, please notify Johnson Contract Company as to where it can be secured, or at what price the State will be able to furnish it to them, and let this office know this information.

Respectfully yours,

C. C. KELLEY,
Division Engineer.

HCI:kl

By H. C. Ingle.

cc to Mr. E. T. Johnson.

NOTED
R. V. Hollenberg

6/11/20

Mr. C.C.Kelley,Asst. State Highway Engr.
The Dalles,Oregon
Dear Sir:-

Yours of the 3rd. inst.under heading " 35PB-Unsuitable Construction" came duly to hand.

The following day the writer went to the work to see what had happened and why,for both Big Jim,the Italian,and Norman had told me several times of the cliff being shaky and your threats in case the bottom was broken.

Your statement that the bottom was knocked out is true.

Your charge that it was caused by over loading for the purpose of throwing the material was a surmise and incorrect.The usual charge for a coyote,to throw,is from 1½ to 1¾ lbs. to the Cyd. The heavier charge is used when the holes are far in as these are. Big Jim got from the engineer the yardage to be moved and then calculated 2/3 of a usual charge. The Station men kicked hard, stating it would only shake it and not throw the rock. Jim agreed but told them "It is the bada rock and you knocka the bottom out Mr. Kelley killa you." He would only let them have the 2/3 charge and they had no way to get more so had to let it go at that. It did not throw.The pines in front have not a broken limb,nor is there a fresh broken rock on the rise right opposite.It simply raised it up a little and let it settle back,except such as slid down the hill when the bottom went out from under it,the rest has to be hand mucked. When I had gotten that far I was stumped,for I had never seen anything like it,and I thought I knew what powder would do. Then I asked what powder it was loaded with and they told me the powder Mr. Kelley sold me. I asked to see it. At once I noticed it had a grain like sporting powder and the cans while marked "Black Powder" were for the war department. I found that the coyote adjoining these had been shot with black blasting powder and had not broken bottom. Then I transferred my investigations to the powder men of Portland. I find this is a DuPont powder manufactured in Canada and made for shrapnel shells. It is a very quick powder of great shat crimp force and entirely unsuited for coyote work. It has four times the shattering force of blasting powder. Then I could understand why the bottom went out and the top staid on the bench. The Govt. should have notified you when they sold it what it was and how it acted. I do not doubt you believed,when you sold it to me,that it was a blasting powder as you represented to me. For some kinds of work it is superior;for down holes that have to be mucked it gets the bottom in great shape and shatters the muck to handle well. I will use what of it I dare and return you the rest.

Portland, Oreg. 6/11/20

.K.2

Mr. Lytle tried to sell me a car of that powder but I declined, not but I supposed it was a blasting powder, but I did not like using a powder I did not know. When you came to me and asked me to take a car and I knew that you was the man who made my estimates and could make or break me, I took it, only stipulating that it should not be damaged.

I have sent up black blasting powder for the rest of the coyote work. It will cost me $2.68 at Rowena while I could have put powder there for $.89 when you induced me to take this car.

We are very sorry this happened, but do not see how it could have been avoided under the circumstances.

You charge poor workmanship as the cause of the accident. You may mean me in buying powder from a man who did not know what he was selling, but Big Jim thinks you mean him. Jim has been working in rock between the Pacific Ocean and the Blue Mts. in Oregon and Washington for 35 years, with one year out that he was in Northern California working in rock. He is an expert in that class of work and an excellent foreman and always aims to do good work and DOES. Brooke has been on construction work in Oregon, Washington and California for 33 years that I know of. With these men on the work and Herman and I looking after the general supervision you are very fortunate indeed if you have work better manned.

I dont like your bridge or wall plan. There is no proper foundation for either and would cost the state much more to build them than to straighten the line and get the road on soild ground.

Respectfully

Johnson Contract Co.

by

Prest.

Copy to Mr. Munn.

Portland,Oreg. 6/10/20

Johnson Contract Company
311 Lumber Exchange Bldg.
Portland,Oregon

Gentlemen:-

Attention E.T.Johnson,Prest.

S.E.92-X
63-X

Referring to our conversation at Portland,and your communication of the 7th.inst. regarding the effect of blasting done by ordnance powder that has been supplied you in your highway work.

We find by our investigations that this explosive was manufactured by the Canadian Explosives,Ltd.,with main offices at Montreal, and plant at Hamilton,Ontario. It is ordnance powder,by which we mean to convey that it is Nitrate of Potassium,Charcoal and Sulphur explosive, marked "Grade A No.4",which is a combination containing about three-fourths of its weight of Nitrate of Potassium,which with the other combination of Sulphur and Charcoal,makes a very quick,acute-acting explosive,being especially designed for throwing a projectile or bursting shrapnel,and is not a correct type of powder for blasting,for the action of a proper blasting powder should be lifting or heaving,and somewhat slow,whereas ordnance powder would be quick,acute and shattering. This condition in action is caused by the increased volumne of oxygen gas afforded by Nitrate of Potassium over the Nitrate of Sodium standard Blasting Powders. Such an explosive,by reason of its acute local action being quick,in a coyote blast,will force its shattering effect downward,causing the objectionable feature of breaking the ground below the grade,and workmen or contractors skilled in using standard blasting powder made of Nitrate of Sodium will observe a very different and often unsatisfactory result from using Nitrate of Potassium Powder,such as is manufatured for Ordnance requirements.

Yours truly

E.I.duPont de Nemours & Company

(signed) J.H.Willman
Manager

Copy
( Copy to Mr. Kelley and Mr. Nunn.)

OREGON STATE HIGHWAY COMMISSION

June 8, 1920

File ~~125~~ 33 PB

Mr. S. Benson, Chairman,
State Highway Commission,
1301 Yeon Building,
Portland, Oregon.

Dear Sir:

Some time ago you wrote us regarding the elimination of the tunnel on the Mosier-Rowena Section of the Columbia River Highway in Wasco County. We find on examination that it has since developed that the ground at this point was unsuitable for driving a tunnel and it has been found necessary to eliminate this feature and carry the work as a side hill cut.

Yours very truly,

Secretary.

PM:LH

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Elimination of Tunnel.

The Dalles, Ore., June 1, 1920.

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

JUN 3 1920

Dear Sir:

I note the copy of Mr. Benson's letter to you concerning elimination of tunnel near Rowena, on the Mosier-Rowena Section of the Columbia River Highway.

It has since developed that the ground at this point was unsuitable for making of a tunnel, and it has been found necessary to eliminate this feature, and carry the work in a side hill cut.

Respectfully yours,

C. C. KELLEY,
Division Engineer.

HCI:kl

By H. C. Ingle.

E. T. JOHNSON, PRES. AND TREAS.

PHONE MAIN 4464

H. M. JOHNSON, SEC'Y AND MANAGER

# JOHNSON CONTRACT COMPANY

## GENERAL CONTRACTORS

311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON.

June 17 , 19..

Mr. [illegible],
[illegible] Engineer,
[illegible],
Oregon.

Dear Sir:

[illegible] will [illegible] Pacific Power & Light Co. [illegible] of [illegible] is [illegible] ory.

[illegible] line is now [illegible] ch [illegible] ments [illegible] of [illegible] , [illegible] [illegible] of [illegible] ey , [illegible] [illegible] [illegible]

At the time we went over this, together with the Power Co. man, it was agreed that what poles fell within the limits of the road bed, or even the limits of right of way, the State would pay for. What poles were removed outside these limits and for our benefit we were to pay for. You will find that all of these poles originally set within the limits of present excavation or slope of embankments and the bill belongs to the State in its entirety.

We have no check upon the bill, but while it reads to cover all the distance from The Dalles to Hood River they send it to us so we judge it is intended to cover only the owens work. We dont know.

B1 3/

1379 - Unsuitable Construction.

The Dalles, Oreg. June 1, 1926.

C. C. Johnson Company,
321 Lumber Exchange Bldg.,
Portland, Oregon.

Gentlemen:

I have just returned from an inspection of your work on the Mid-Columbia Section of the Columbia River Highway. In the vicinity of Mat Creek, and more that by the excessive use of powder and poor workmanship, the bench of the roadway above the cliff at Station 31 has been blown out.

It is not the policy of the Highway Department to control the amount of powder nor the position and type of holes used in your blasting operations; the only thing we insist on is that the work be handled in a workmanlike like manner in conformity with the plans, terms of the contract, and the direction of the Engineer.

Your superintendent and foreman were specifically directed by myself to exercise due care at this particular place in order not to disturb the bench, but instead, by their carelessness in using as much powder by pounds as possible, have blown away the supporting bench, necessitating the construction of either a gravity type concrete retaining wall or a reinforced concrete half viaduct.

I am having surveys made for the design of the structure that will be best adapted for this place, and you are hereby directed to start construction, at your own expense, upon the [illegible] upon receipt of plans.

In this connection I wish to advise that if a similar incident should occur on your work I shall recommend to the Highway Commission the cancellation of your contract on the grounds of unsuitable work, as provided for in the contract.

Yours truly,

C. H. Kelly,
Asst. State Highway Engr.

CHK:ld
cc Mr. Herbert Nunn.
cc Mr. R. H. Baldock
cc Mr. Earl Hanselman, Monolith Co. c/o Standard Slag Co. Portland, Ore.

PR 31

NOTED M.N.

337B - Unsuitable Construction.

The Dalles, Ore., June 3, 1920.

M. T. Johnson Company,
Hi Lumber Exchange Bldg.,
Portland, Oregon.

Gentlemen:

I have just returned from an inspection of your work on the Hunter-Downs Section of the Columbia River Highway, in the vicinity of Mosier Canyon, and note that by the excessive use of powder and poor workmanship, the bench of the roadway along the cliff at Station 391 has been blown out.

It is not the policy of the Highway Department to control the amount of powder nor the position and type of holes used in your blasting operations; the only thing we insist on is that the work be handled in a workmanship like manner in conformity with the plans, terms of the contract, and the direction of the Engineer.

Your superintendent and foreman were specifically directed by myself to exercise due care at this particular place in order not to disturb the bench, but instead, by their eagerness to waste as much yardage by powder as possible, have blown away the supporting bench, necessitating the construction of either a gravity type concrete retaining wall or a reinforced concrete half viaduct.

I am having surveys made for the design of the structure that will be best adapted for this place, and you are hereby directed to start construction, at your own expense, upon the structure upon receipt of plans.

In this connection I wish to advise that if a similar incident should occur on your work I shall recommend to the Highway Commission the annulment of your contract on the grounds of unsuitable work, as provided for in the contract.

Yours truly,

C. C. Kelley,
Asst. State Highway Engr.

CCK:Kl
cc Mr. Herbert Munn.
cc Mr. V. R. Grey.
cc New Amsterdam Casualty Co, c/o Clawson, White & Coleman, Inc., 302 Stevens

FORM 8A 8M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

33PB - Park Site, Mosier-Rowena Sec.

PR35

The Dalles, Ore., Feb. 21, 1920.

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Your favor of the 18th regarding park site on the Rowena-The Dalles Section of the Columbia River Highway is received.

I had already started the survey, and as soon as the data is complete it will be forwarded to you.

Respectfully,

C. C. Kelley,
Division Engineer.

CCK:kl

Notes 24P

RECEIVED
FEB 23 1920

February 6th, 1920.

File P. R. no. 35

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today sending you blueprints of the plans and cross-sections covering the revised section of line between Stations 360 and 410 of Federal Aid Project No. 35, which project is known as the Mosier-Rowena Section of the Columbia River Highway. These blueprints will replace sheets numbers 1, 2, 14 and 15 of the plans and sheets numbers 38 to 45 inclusive of the cross-sections, as submitted to you on November 21st, 19191

We have also made up a new estimate which we desire to have used as a basis for the project agreement. In this estimate, we have incorporated the grading quantities as revised to cover the line revision shown upon the plans referred to above. We have also shown the bridge quantities in detail, and have extended these quantities at the contract prices except in the case of the Dry Canyon structure the contract for which has not yet been awarded. You will find copies of this detailed estimate enclosed herewith, together with copies of the Special Provisions relating to the construction of the Mosier Creek and Dry Canyon Bridges. For the Special Provisions for the grading and for the construction of the Hog Canyon Bridge, which bridge is included under the grading contract, we refer you to copies of the grading contract with which you have already been supplied, and to copies of Special Provisions submitted with our letter of November 21st.

You will note that in our estimate, we have deducted from the quantities as shown on the plans, for all work done prior to December 5th, 1919, upon which date the plans for the project were approved by your bureau. The quantities of work done prior to December 5th were supplied to you with our letter of January 19th.

It is our understanding that we have now completed all of the steps prior to the execution of the project agreement. If there remains anything further for us to do

before the plans can be forwarded to Washington, and the project agreement made up. Kindly advise.

Very truly yours.

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-MH

Noted June 2

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT #35

Detailed Estimate to be used as a Basis for Project agreement

(Contract Prices used except for Dry Canyon Bridge)

GRADING & BRIDGES, MOSIER-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Salem, Oregon, February 6th, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| | | GRADING ITEMS | | |
| 5 | Percent All | Clearing & Grubbing (60' R. of W.) | $ 6,300.00 | $ 315.00 |
| 46,194 | Cu. Yds. | Common Excavation | .60 | 27,716.40 |
| 96,309 | " | Solid Rock Excavation | 1.40 | 134,832.60 |
| 83,000 | Yd. Sta. | Overhaul | .05 | 4,150.00 |
| 2,235 | Lin. Ft. | 12" Culvert Pipe | 1.50 | 3,352.50 |
| 136 | " | 18" Culvert Pipe | 3.75 | 510.00 |
| 106 | " | 24" Culvert Pipe | 5.00 | 530.00 |
| 36 | " | 36" Culvert Pipe | 8.25 | 297.00 |
| 200 | " | 6" Porous Drain Tile | .50 | 100.00 |
| 78 | Cu. Yds. | Class "C" Concrete | 30.00 | 2,340.00 |
| 395 | " | Rubble Masonry | 15.00 | 5,925.00 |
| 60 | Lin. Ft. | Tunnel | 66.00 | 3,960.00 |
| 244 | Cu. Yds. | Solid Rock Undercut Excavation | 5.00 | 1,220.00 |
| 262 | " | Hand Placing Rock Embankment | 1.00 | 262.00 |
| | | HOG CANYON BRIDGE | | |
| | | (This Bridge to be built under grading contract) | | |
| 150 | Cu. Yds. | Class "A" Concrete | 42.50 | 6,375.00 |
| 12,500 | Lbs. | Metal Reinforcement | .10 | 1,250.00 |
| 52 | Lin. Ft. | Concrete Hand Rail | 4.00 | 208.00 |
| 440 | Lin. Ft. | Piling | 1.50 | 660.00 |
| 150 | Cu. Yds. | Solid Rock Excavation | 1.40 | 210.00 |
| | | MOSIER CREEK BRIDGE | | |
| 790 | Cu. Yds. | Class "A" Concrete | 35.75 | 28,242.50 |
| 70 | " | Class "B" Concrete | 30.00 | 2,100.00 |
| 95,000 | Lbs. | Metal Reinforcement | .07½ | 7,125.00 |
| 385 | Lin. Ft. | Concrete Hand Rail | 3.25 | 1,251.25 |
| 110 | Cu. Yds. | Grouted Rock Fill | 12.00 | 1,320.00 |
| 650 | " | Excavation | 4.25 | 2,762.50 |
| | | DRY CANYON BRIDGE | | |
| 350 | Cu. Yds. | Class "A" Concrete | 45.00 | 15,750.00 |
| 49,000 | Lbs. | Metal Reinforcement | .08½ | 4,165.00 |
| 220 | Lin. Ft. | Concrete Handrail | 3.50 | 770.00 |
| 65 | Cu. Yds. | Grouted Fill | 12.00 | 780.00 |
| 350 | Cu. Yds. | Excavation | 4.25 | 1,487.50 |
| | | Sub-Total | | $ 259,967.25 |
| | | 10% for Eng. & Contg. | | 25,996.72 |
| | | Total | | $ 285,963.97 |

Length of Project - 8.97 Miles
Estimated Cost per Mile $31,880.04

State Funds Available $142,981.98
Federal Aid Requested 142,981.99
Total $285,963.97

Signed

State Highway Engineer

Salem, Oregon, February 6, 1920

SPECIAL PROVISIONS
Applying to
CONSTRUCTION OF DRY CANYON ARCH BRIDGE
A part of Federal Aid Project
No. 35

(a) The grouted rock fill in the piers over the skew backs shall consist of approximately one man stone and a thin mortar of one part Portland cement and five parts sand. The rock shall be dumped in in layers about four feet deep and the mortar poured in afterwards, repeating the process until the desired height of rock fill is obtained. The stone used for this work may vary from coarse gravel to large rock of 300 to 400 pounds weight.

(b) The unit price bid for Class "A" Concrete shall include the cost of furnishing all necessary material, equipment and labor for the construction of all forms and the placing and finishing of all the concrete work in the entire structure below the top of the curb, except the items mentioned in the succeeding paragraphs.

(c) The unit price bid for metal reinforcement shall include the cost of furnishing, fabrication and placing of all the reinforcing steel required in the entire structure below the top of the curb.

(d) The unit price bid for concrete handrail shall include the cost of furnishing all labor and material necessary for the complete construction and finishing of all the work shown, above the top of the curb, together with two bronze name plates 8"x 12".

(e)The unit price bid for grouted rock fill shall include the cost of all labor and material necessary for the placing of the fill required inside of the two main piers.

(f) The unit price bid for excavation shall include the cost of all labor, equipment and material necessary for the excavation of footings. It shall include any necessary clearing and grubbing and shall also include the removal of any unsightly piles of excavated material that may have been left by the process of excavation.

(g) It is intended that payment for all the work required under these plans and specifications shall be included in the above five items.

The State Highway Commission agrees that in case freight rates are increased over those in effect on January 1st, 1920, the contractor will be reimbursed by the State for all additional expense caused by such increase and incurred in connection with this contract. In case freight rates are reduced below those in effect on January 1st, 1920, the amounts saved to the contractor thereby in connection with this contract will be deducted from the payments made to him.

Salem, Oregon, February 6th, 1920

# SPECIAL PROVISIONS

applying to

CONSTRUCTION OF MOSIER CREEK ARCH BRIDGE
A part of Federal Aid Project No. 35

(a) The grouted rock fill in the piers over the skew backs shall consist of approximately one man stone and a thin mortar of one part Portland cement and five parts sand. The rock shall be dumped in in layers about four feet deep and the mortar poured in afterwards, repeating the process until the desired height of rock fill is obtained. The stone used for this work may vary from coarse gravel to large rocks of 300 to 400 pounds weight.

(b) The unit price bid for Class "A" Concrete shall include the cost of furnishing of all necessary material, equipment and labor for the construction of all forms and the placing and finishing of all the concrete work in the entire structure below the top of the curb, except the items mentioned in the succeeding paragraphs. The bronze expansion plates shown are also to be included in this item.

The unit price bid for Class "B" Concrete shall include the cost of furnishing of all necessary material, equipment and labor for the construction of forms and the placing of all the Class "B" Concrete required.

(c) The unit price bid for metal reinforcement shall include the cost of furnishing, fabrication and placing of all the reinforcing steel required in the entire structure below the top of the curb, together with such structural steel as is shown as required for expansion joints.

(d) The unit price bid for concrete handrail shall include the cost of furnishing all labor and material necessary for the complete construction and finishing of all the work shown, above the top of the curb, together with two bronze name plates 8" x 12".

(e) The unit price bid for grouted rock fill shall include the cost of labor and material necessary for the placing of the fill required inside the two main piers.

(f) The unit price bid for excavation shall include the cost of all labor, equipment and material necessary for the excavation of footings. It shall include any necessary clearing and grubbing and shall include the removal of any unsightly piles of excavated material that may have been left by the process of excavation.

(g) It is intended that payment for all the work required under these plans and specifications shall be included in the above six items.

The State Highway Commission agrees that in case freight rates are increased over those in effect on January 1st, 1920, the contractor will be reimbursed by the State for all additional expense caused by such increase and incurred in connection with this contract. In case freight rates are reduced below those in effect on January 1st, 1920, the amounts saved to the contractor thereby in connection with this contract will be deducted from the payments made to him.

Salem, Oregon, February 6th, 1920

# SPECIAL PROVISIONS

applying to

CONSTRUCTION OF MOSIER CREEK ARCH BRIDGE
A part of Federal Aid Project No. 35

(a) The grouted rock fill in the piers over the skew backs shall consist of approximately one man stone and a thin mortar of one part Portland cement and five parts sand. The rock shall be dumped in in layers about four feet deep and the mortar poured in afterwards, repeating the process until the desired height of rock fill is obtained. The stone used for this work may vary from coarse gravel to large rocks of 300 to 400 pounds weight.

(b) The unit price bid for Class "A" Concrete shall include the cost of furnishing of all necessary material, equipment and labor for the construction of all forms and the placing and finishing of all the concrete work in the entire structure below the top of the curb, except the items mentioned in the succeeding paragraphs. The bronze expansion plates shown are also to be included in this item.

The unit price bid for Class "B" Concrete shall include the cost of furnishing of all necessary material, equipment and labor for the construction of forms and the placing of all the Class "B" Concrete required.

(c) The unit price bid for metal reinforcement shall include the cost of furnishing, fabrication and placing of all the reinforcing steel required in the entire structure below the top of the curb, together with such structural steel as is shown as required for expansion joints.

(d) The unit price bid for concrete handrail shall include the cost of furnishing all labor and material necessary for the complete construction and finishing of all the work shown, above the top of the curb, together with two bronze name plates 8" x 12".

(e) The unit price bid for grouted rock fill shall include the cost of labor and material necessary for the placing of the fill required inside the two main piers.

(f) The unit price bid for excavation shall include the cost of all labor, equipment and material necessary for the excavation of footings. It shall include any necessary clearing and grubbing and shall include the removal of any unsightly piles of excavated material that may have been left by the process of excavation.

(g) It is intended that payment for all the work required under these plans and specifications shall be included in the above six items.

The State Highway Commission agrees that in case freight rates are increased over those in effect on January 1st, 1920, the contractor will be reimbursed by the State for all additional expense caused by such increase and incurred in connection with this contract. In case freight rates are reduced below those in effect on January 1st, 1920, the amounts saved to the contractor thereby in connection with this contract will be deducted from the payments made to him.

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT 435

**Detailed Estimate to be used as a Basis for Project agreement**

(Contract Prices used except for Dry Canyon Bridge)

**GRADING & BRIDGES, BOSSBURG-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY**

Salem, Oregon, February 4th, 1930

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| | | **GRADING ITEMS** | | |
| 5 | Percent | All Clearing & Grubbing (60' R. of W.) | $ 6,300.00 | $ 315.00 |
| 46,194 | Cu. Yds. | Common Excavation | .60 | 27,716.40 |
| 96,309 | " | Solid Rock Excavation | 1.40 | 134,832.60 |
| 83,000 | Yds. Sta. | Overhaul | .05 | 4,150.00 |
| 2,235 | Lin. Ft. | 12" Culvert Pipe | 1.50 | 3,352.50 |
| 136 | " | 18" Culvert Pipe | 3.75 | 510.00 |
| 106 | " | 24" Culvert Pipe | 5.00 | 530.00 |
| 36 | " | 36" Culvert Pipe | 8.25 | 297.00 |
| 200 | " | 6" Possum Drain Tile | .50 | 100.00 |
| 78 | Cu. Yds. | Class "C" Concrete | 30.00 | 2,340.00 |
| 395 | " | Rubble Masonry | 15.00 | 5,925.00 |
| 60 | Lin. Ft. | Tunnel | 66.00 | 3,960.00 |
| 244 | Cu. Yds. | Solid Rock Undercut Excavation | 5.00 | 1,220.00 |
| 252 | " | Hand Placing Rock Embankment | 1.00 | 252.00 |
| | | **HOG CANYON BRIDGE** (This Bridge to be built under grading contract) | | |
| 150 | Cu. Yds. | Class "A" Concrete | 42.50 | 6,375.00 |
| 12,500 | Lbs. | Metal Reinforcement | .10 | 1,250.00 |
| 52 | Lin. Ft. | Concrete Hand Rail | 4.00 | 208.00 |
| 440 | Lin. Ft. | Piling | 1.50 | 660.00 |
| 150 | Cu. Yds. | Solid Rock Excavation | 1.40 | 210.00 |
| | | **MOSIER CREEK BRIDGE** | | |
| 790 | Cu. Yds. | Class "A" Concrete | 35.75 | 28,242.50 |
| 70 | " | Class "B" Concrete | 30.00 | 2,100.00 |
| 95,000 | Lbs. | Metal Reinforcement | .07½ | 7,125.00 |
| 385 | Lin. Ft. | Concrete Hand Rail | 3.25 | 1,251.25 |
| 110 | Cu. Yds. | Grouted Rock Fill | 12.00 | 1,320.00 |
| 650 | " | Excavation | 4.25 | 2,762.50 |
| | | **DRY CANYON BRIDGE** | | |
| 350 | Cu. Yds. | Class "A" Concrete | 45.00 | 15,750.00 |
| 49,000 | Lbs. | Metal Reinforcement | .08½ | 4,165.00 |
| 220 | Lin. Ft. | Concrete Handrail | 3.50 | 770.00 |
| 65 | Cu. Yds. | Grouted Fill | 12.00 | 780.00 |
| 350 | Cu. Yds. | Excavation | 4.25 | 1,487.50 |
| | | Sub-Total | | $ 259,967.25 |
| | | 10% for Eng. & Contg. | | 25,996.72 |
| | | Total | | $ 285,963.97 |

Length of Project - 8.97 Miles
Estimated Cost per Mile $31,880.04

| | |
|---|---|
| State Funds Available | $142,981.98 |
| Federal Aid Requested | 142,981.99 |
| Total | $285,963.97 |

Signed

Rod A. Kleiner

Asst State Highway Engineer

January 19, 1920.

File:Post Road Project
No. 35

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing a copy of field estimate and tabulation showing the unit quantities, financial amounts of work done on the Mosier-Rowena Section, Oregon Post Road Project No. 35, prior to the date of approval by your office on December 5th, 1919. As the bridges on this section are being advertised for letting for the Commission meeting of February 5th, it does not appear to us advisable to make up a revised estimate as a basis for project agreement at the present time. This will be done as soon after the meeting as possible, and will be based upon the unit prices for which the various bridge items have been awarded at that meeting.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD_ZB:

STATEMENT OF WORK DONE ON MOSIER-ROWENA SECTION

OREGON POST ROAD PROJECT #35 TO DATE OF

APPROVAL, DECEMBER 5TH, 1919

- - - - - - - -

| | | | | |
|---|---|---|---|---|
| 95% | All Required | Clearing & Grubbing | $ 6,300.00 | $ 5,985.00 |
| 7,736 | Cu. Yds. | Common Excavation | .60 | 4,641.60 |
| 1,181 | " | Solid Rock Excavation | 1.40 | 1,653.40 |
| 117 | Lin. Ft. | 12" Culvert Pipe | 1.50 | 175.50 |
| 56 | " | 24" Culvert Pipe | 5.00 | 280.00 |
| 80 | " | 36" Culvert Pipe | 8.25 | 660.00 |
| | | Total work done prior to date of approval | | $ 13,395.50 |

FOR S. H. D. M 99 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

January 10, 1920

County of Wasco — Week from Jan 1 to January 10

Highway Columbia River — Number in party

Section Mosier – The Dalles — Survey will be completed

Camp location The Dalles

Mail address

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Station gangs all working between Hog Canon Creek and Rowena But no work going on between Mosier and Hog Canon.

Comparitive estimates of lines in the base Sta 360-398 made up and submitted.

A D Kerr has sublet Rowena – The Dalles work to Sherman and McGill, who have started to build camp at Gooseberry Spring. and expect to start moving dirt next week

Weather cold, but gradually warming up.

NOTED
C C KELLEY

RECEIVED
JAN 21 1920

Signed Ulrich Gray

Title Res Eng

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 3 5

# OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon.
Jan.8th. 1919.

RECEIVED
JAN 10 1920

33 PB

Mr.Herbert Nunn,

State Highway Engineer,

Salem,Oregon.

Dear Sir:

I am sending you today,under seperate cover,by express; plan, profile and cross-sections covering projected revision Station 358+00 to Station 398+50.

The following are comparitive estimates covering this section on both lines.

**Original Location-L- Line**

| | | | | |
|---|---|---|---|---|
| 4246 | Cu.Yds. | Common excavation | $ .60 | 2547.60 |
| 51827 | " " | Solid Rock excavation | 1.40 | 72557.80 |
| 2000 | " " | Common Borrow | .60 | 1200.00 |
| 180 | " " | Rubble Masonry | 15.00 | 2700.00 |
| 50 | Lin.Ft. | Tunnel | 66.00 | 3300.00 |
| 828 | Cu.Yds. | Undercut excavation | 5.00 | 4140.00 |
| Concrete structure Sta.381+50 approximately | | | | 6000.00 |
| | | | Total - - - - - | $ 92445.40 |

**Projected Revision**

| | | | | |
|---|---|---|---|---|
| 11142 | Cu.Yds. | Common excavation | $ .60 | 6685.20 |
| 38928 | " | Solid Rock excavation | 1.40 | 54499.20 |
| 395 | " | Rubble Masonry | 15.00 | 5925.00 |
| 262 | " | Hand placed Rock | 5.00 | 1310.00 |
| 414 | " | Excavation for foundation | 1.40 | 579.60 |
| 348 | " | Undercut excavation | 5.00 | 1740.00 |
| 6605 | " | Overhaul | .05 | 330.25 |
| 60 | Lin.Ft. | Tunnel | 66.00 | 3960.00 |
| | | | Total - - - - - | $ 75029.25 |

Respectfully,

C. C. Kelley

Division Engineer.

By

Noted
BSP

office engineer should
estimate the work
about $30,000.00

## SPECIAL PROVISIONS

The following clauses are special provisions to be used supplementary to the Specifications in connection with the grading of the Mosier-Rowena Section of the Columbia River Highway in Wasco County, Oregon Federal Aid Project, No. 35.

### TWO CLASSIFICATIONS OF EXCAVATED MATERIAL:

Excavation will be classified under two heads, viz: Comon Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without blasting and drilling, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock, and other material of a rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

### TUNNEL SECTION:

The tunnel to be constructed under this contract shall be excavated as nearly as possible to the neat cross-section lines as shown on the blue print plans attached hereto.

No linear measurement in any section of the completed tunnel shall be less than ninety-five percent of the length indicated on the cross-section plan, and in no case shall more than five percent of the true cross-section area remain unexcavated in any section.

### Measurement:

The length of tunnel to be paid for shall be the actual measured length of roof from portal to portal on center line.

### Overbreak:

Overbreak which in the opinion of the Engineer is unavoidable, and not due to intentional overshooting, shall be allowed on the following basis:

Where the area of the completed cross-section is less than five percent greater than the neat area no overbreak will be allowed.

Where the area of the completed cross-section is more than five-percent greater and less than fifteen percent greater than the neat area, overbreak will be allowed at the rate of two dollars per cubic yard, for that part of the area in excess of one-hundred and five percent of the neat area.

Where the area of the completed cross-section is more than fifteen percent greater than neat area, overbreak will be allowed at the rate of two dollars per cubic yard for that part of the neat area.

...be allowed for overbreak at any section to an amount greater ... neat area.

...

...If tunnel lining or structure of any kind at the tunnel portals are required, ...t for these items will be made in accordance with the provision in the Standard ...ifications covering "Extra Work."

Payment:

Payment for the construction of the main tunnel will be made at the unit price bid per lineal foot for "Tunnel". The price bid will include the construction of the tunnel complete, in accordance with the above specifications and to the line and grade established by the Engineer. It shall include the depositing of excavated materials in accordance with the instructions of the Engineer and all cleaning up and finishing necessary to produce a clean-cut and workmanlike piece of construction, both of the tunnel and its approaches.

SOLID ROCK UNDERCUT EXCAVATION:

At the tunnel approaches and at some other points in solid rock excavation, the contractor will be required to ledge out the roadbed, leaving more or less overhang. Where this form of construction is ordered, rock excavation will be paid for at the special price bid per cubic yard for "Solid Rock Undercut Excavation", subject to the limitation that only the excavation made below and underneath actual overhang in place after construction is completed, will be paid for at the price bid for this special item all other excavation within the same sections to be paid for at the prices bid for Common Excavation and Solid Rock Excavation. The cross-section area upon which Solid Rock Undercut Excavation will be allowed is as indicated on the blue print attached hereto.

T. N. T. TO BE FURNISHED:

Trinitrotoluol, the explosive commonly known as T.N.T. will be furnished by the State Highway Commission th the Contractor at ten cents per pound, F.O.B., Salem, Oregon.

Amounts due the State Highway Commission for T.N. T. furnished will be deducted from the monthly and final payments to the contractor.

PROTECTION OF RAILROAD, TELEGRAPH AND POWER LINES:

The contractor will be held responsible for any and all damage to railroad, telegraph and power lines, delays to trains, and injuries to persons, and for any and all damages that may be suffered or claimed on account of the operations of the contractor

PREFERENCE TO BE GIVEN ... S AND SAILORS:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination shall be made among citizens of the United States." (Section 6 of the act of Congress approved Feb. 28, 1919, entitled "An Act making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920 and for Other Purposes"- - - Public 299, 65th Congress.)

Form P R 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

[illegible] Oregon

Project No. 36
(Not to be filled in)

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) October 3, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:-

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by

State assumes responsibility for maintenance.

1. Local name of road Mosier-Rowena Section of Columbia River Highway
2. Located between Mosier and Rowena County of Wasco
3. Points of beginning and ending Begins at end of present standard grade just west of Mosier. Ends at town of Rowena
4. Length in miles (gross) 9.02 (net) 9.03

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route None;

5. Miles of project used as rural route None miles over which there is a reasonable prospect that a mail route will be established None; miles over which there is no reasonable prospect shown that a mail route will be established 9.02, which is 100% per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Is a part of one of the most important State Highways. Is a link in a through highway all of which is either already improved or under contract.

11. Improved roads adjacent or contiguous and type of each Connects on west end with new standard grade into Hood River, now being completed at a cost of $50,000.00 per mile. Connects at east end with grading project now advertised

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 6, (b) passenger motor vehicles 100, and (c) horse drawn vehicles 10

13. Local traffic, approximate average daily number of (a) trucks 4, (b) passenger motor vehicles 20, and (c) horse drawn vehicles 40

14. Description and present condition of traveled way Heavy grades, poor alignment

15. Proposed width of surfacing ; feet between ditches 30 ; approximate maximum gradient 6% Per cent.

16. Proposed type of construction Standard grades and alignment

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Rock and gravel available at several points along route

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

(a) 110' Concrete Arch 90' Approaches

(Designate each by the same distinguishing marks as on sketch map)

(b) 70' Concrete Span

(c) 40' Concrete Span

19. State's share of cost of construction will be provided by State

(State or (and) County)

20. Amount of funds which ~~are~~ will be available for construction: (a) State $150,000.13 and such additional funds as may be required to insure completion of project.

(Amount) (Source; refer to statute)

(b) County None

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

(State or (and) County)

from the following sources:

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

15. Proposed width of surfacing..... feet between ..... approximate ... per cent.

16. Proposed type of construction..... Standard grades and alignment

17. Location, nature, and extent of deposits of local materials suitable for use on this project.....

Rock and gravel available at several points along route

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet.....

(a) 110' Concrete Arch 80' Approaches

(Designate each by the same distinguishing marks as on sketch map)

(b) 70' Concrete Span

(c) 40' Concrete Span

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4).....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project..... Oregon Standard Form of Contract and Contractor's Bond will be used.

25. Reconnaissance estimate of cost of project:

Made by..... Date October 3, 1919, 191 .

| Approximate Quantity. | Unit. | Item. | Price. | Amount. |
|---|---|---|---|---|
| 46,000 | Cu. yds. | Excavation, Common | 60 | 27,600 00 |
| 175,000 | " | " Solid Rock | 1 40 | 175,000 00 |
| All Required | Sq. yds. | Surfacing of Clearing and Grubbing | | 6,300 00 |
| 48,000 | Yd. Sta. | Overhaul | 05 | 2,400 00 |
| 2,200 | Lin. Ft. | 12" Culvert Pipe | 1 50 | 3,300 00 |
| 110 | " | 18" " " | 3 75 | 412 50 |
| 135 | " | 24" " " | 5 00 | 675 00 |
| 130 | " | 36" " " Structures of 20' span or under | 8 25 | 1,072 50 |
| 200 | " | 6" Porous Drain Tile Structures over 20' span | 50 | 100 00 |
| 75 | Cu. ds. | Other Items Class "A" Concrete | 43 50 | 3,187 50 |
| 66 | " | Class "C" Concrete | 30 00 | 1,980 00 |
| 6,500 | Lbs. | Metal Reinforcement | 10 | 650 00 |
| 90 | Cu. Yds. | Rubble Masonry | 15 00 | 1,350 00 |
| 50 | Lin. Ft. | Tunnel | 66 00 | 3,300 00 |
| 500 | Cu. Yds. | Solid Rock Half Tunnel Excav. | 5 00 | 2,500 00 |
| 50 | Lin. Ft. | Concrete Hand Rail | 4 00 | 200 00 |
| 1 | Only | 200' Reinf. Concrete Bridge | | 33,000 00 |
| 1 | " | 120' " " | | 20,000 00 |
| 1 | " | 45' " " | | 5,500 00 |

Length, 9.02 miles.

Cost, $..... per mile.

| | |
|---|---|
| Subtotal, | $ 288,527 50 |
| 10% Engineering and Contingencies, | 28,852 75 |
| Total | 317,380 25 |

This estimate approved by:

Col. T. Cram

(Title) State Highway Engineer

26. Amount of Federal aid desired $158,690.12

(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses.....as work progresses.....

.....

.....

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project.....

State Treasurer of State of Oregon, Salem, Oregon.....

29. Additional remarks.....Surfacing: This project statement has not been drawn to cover surfacing due to the fact that definite plans for the surfacing of this project have not yet been formulated. The State Highway Commission, however, contemplates the paving of the entire project during the 1920 season.....

.....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

.....OREGON STATE HIGHWAY COMMISSION.....
(Official title of Highway Department)

By.....

.....Chairman.....
(Title of officer)

By.....

.....Commissioner.....
(Title of officer)

By.....

.....Commissioner.....
(Title of officer)

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT No. 35

**Detailed Estimate of Cost to be Used as Basis for Project Agreement**
**(Contract prices for grading items used in this estimate)**

TRADING AND BRIDGES, MOSIER-ROWENA SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Salem, Oregon, Nov. 19, 1919

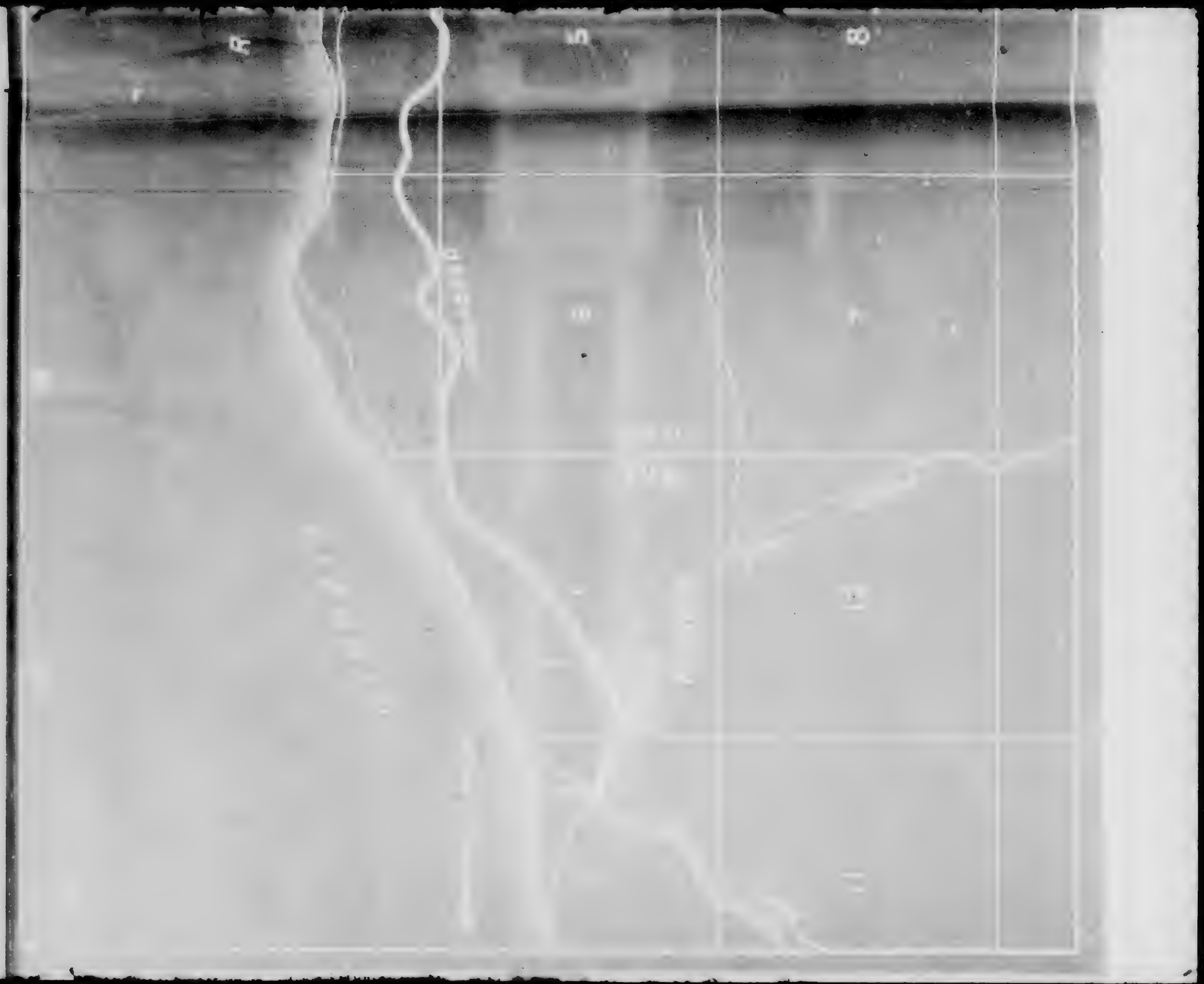
| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| | | Clearing & Grubbing | | $ 4,300.00 |
| All Required | | Common Excavation | .60 | 32,424.00 |
| 54,040 | Cu. Yds. | Solid Rock Excavation | 1.40 | 143,766.00 |
| 102,690 | " | Overhaul | .05 | 3,950.00 |
| 79,000 | Yd. Stn. | 12" Culvert Pipe | 1.50 | 3,528.00 |
| 2,352 | Lin. Ft. | 18" Culvert Pipe | .75 | 510.00 |
| 136 | " | 24" Culvert Pipe | 5.00 | 810.00 |
| 162 | " | 36" Culvert Pipe | 8.25 | 957.00 |
| 116 | " | 6" Porous Drain Tile | .50 | 100.00 |
| 200 | " | Class "C" Concrete | 30.00 | 2,310.00 |
| 77 | Cu. Yds. | Rubble Masonry | 15.00 | 2,520.00 |
| 168 | " | Tunnel | 66.00 | 3,300.00 |
| 50 | Lin. Ft. | Solid Rock Undercut Excavation | 5.00 | 4,150.00 |
| 830 | Cu. Yds. | Reinf. Concrete Arch Bridge, Sta. 27 | | 16,500.00 |
| 1 | Only | Reinf. Concrete Bridge, Sta. 314 | | 3,000.00 |
| 1 | " | Reinf. Concrete Bridge, Sta. 348 | | 13,000.00 |
| 1 | " | Reinf. Concrete Bridge, Sta. 381 | | 7,500.00 |
| | | Sub-total | | $ 244,625.00 |
| | | 10% for Eng. & Cont. | | 24,462.50 |
| | | Total | | $ 269,087.50 |

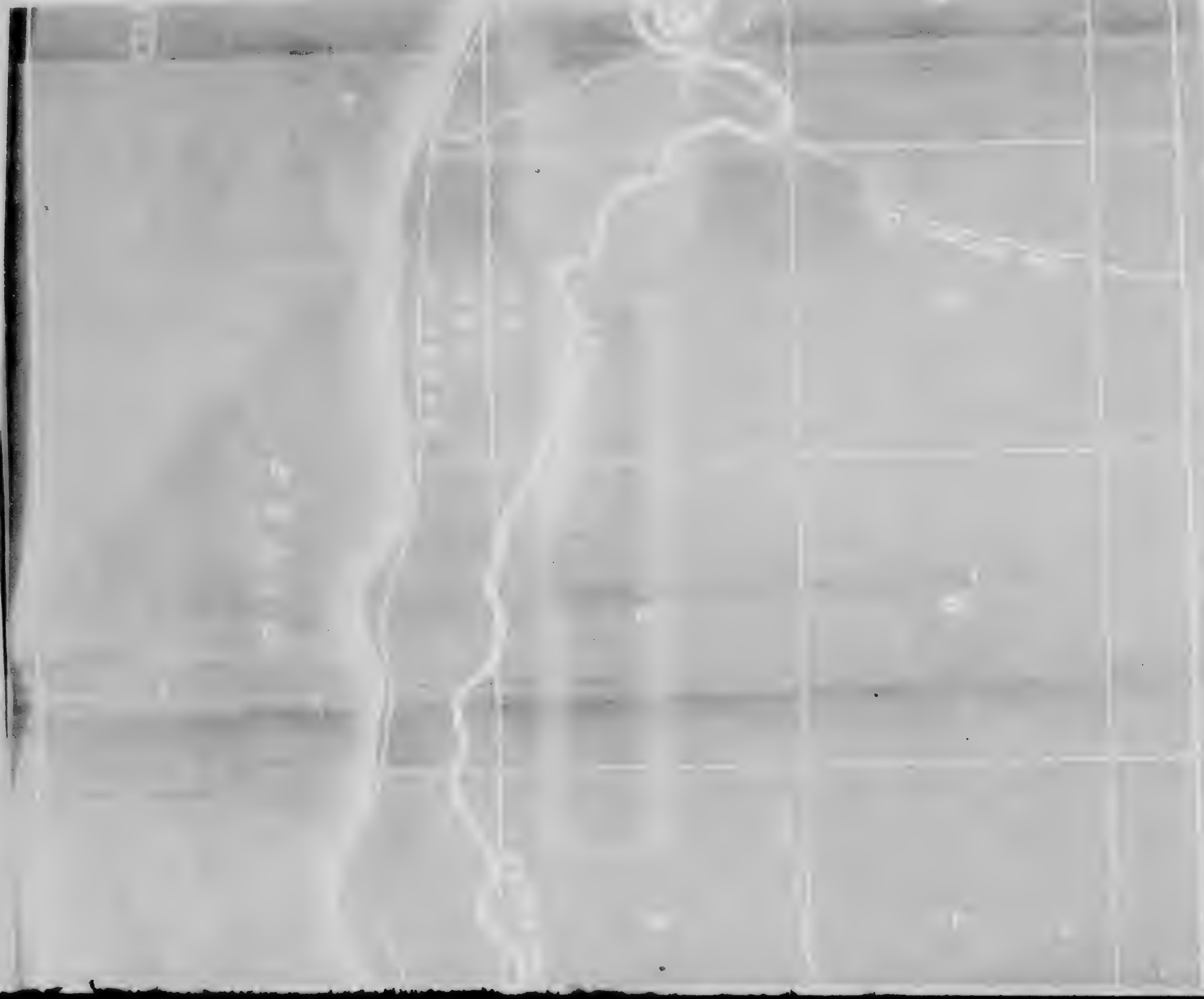
Length of Project - 9 Miles
Estimated Cost Per Mile $29,898.61
Federal Aid Requested $134,543.75
State Funds Available 134,543.75
Total $269,087.50

Signed

State Highway Engineer.

Noted [illegible]





October 30, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are herewith submitting for your consideration the enclosed Project Statements covering the grading of The Mosier-Rowena Section of the Columbia River Highway in Wasco County, to which we have assigned the No. 35, subject to your approval. We do not wish you to consider these Statements as being formally submitted at this time, as the State Highway Commission, at its meeting on November 4th may see fit to order this Project paid for from State funds without Federal Aid.

Very truly yours,

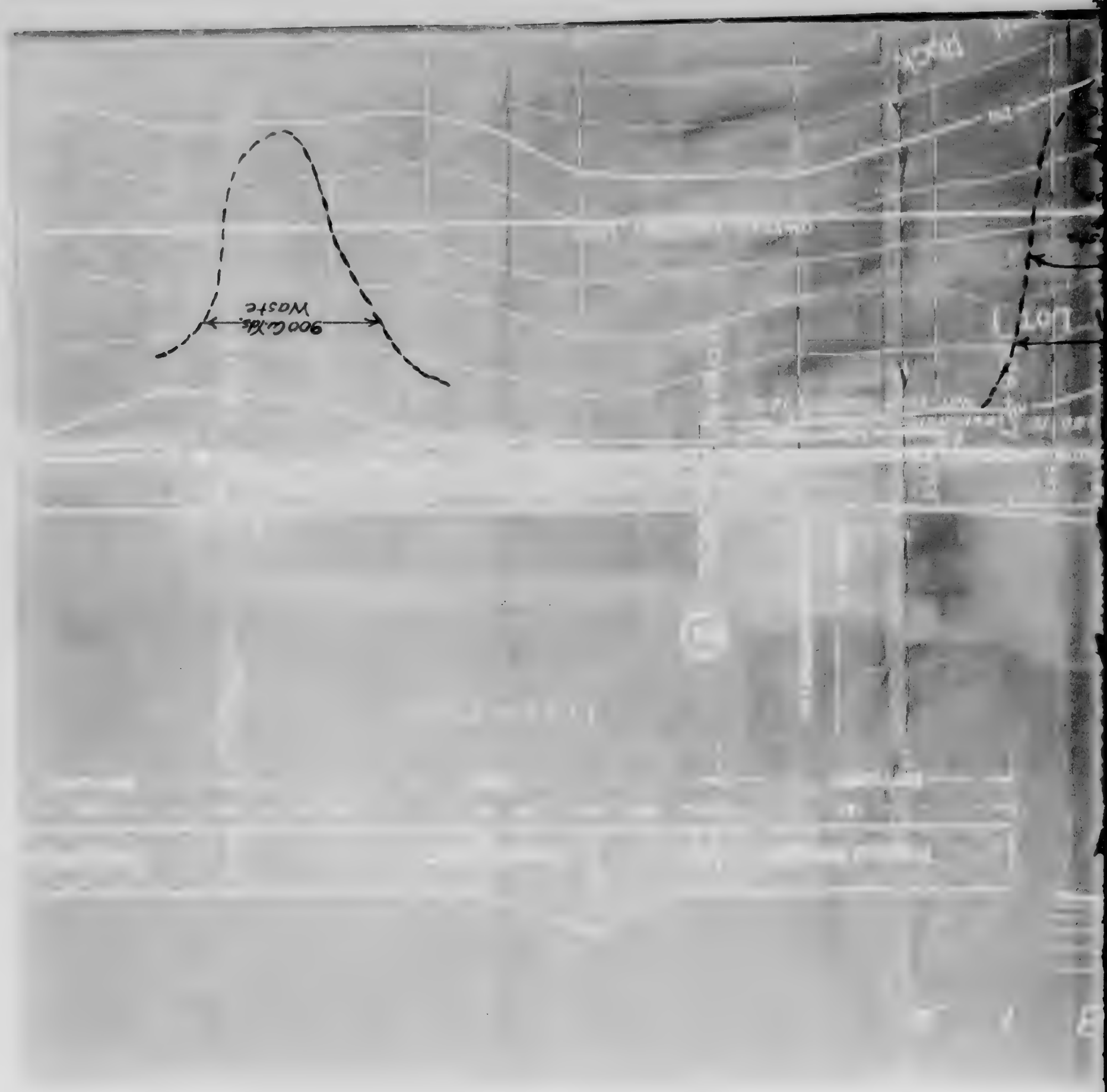
HERBERT NUNN,
State Highway Engineer.

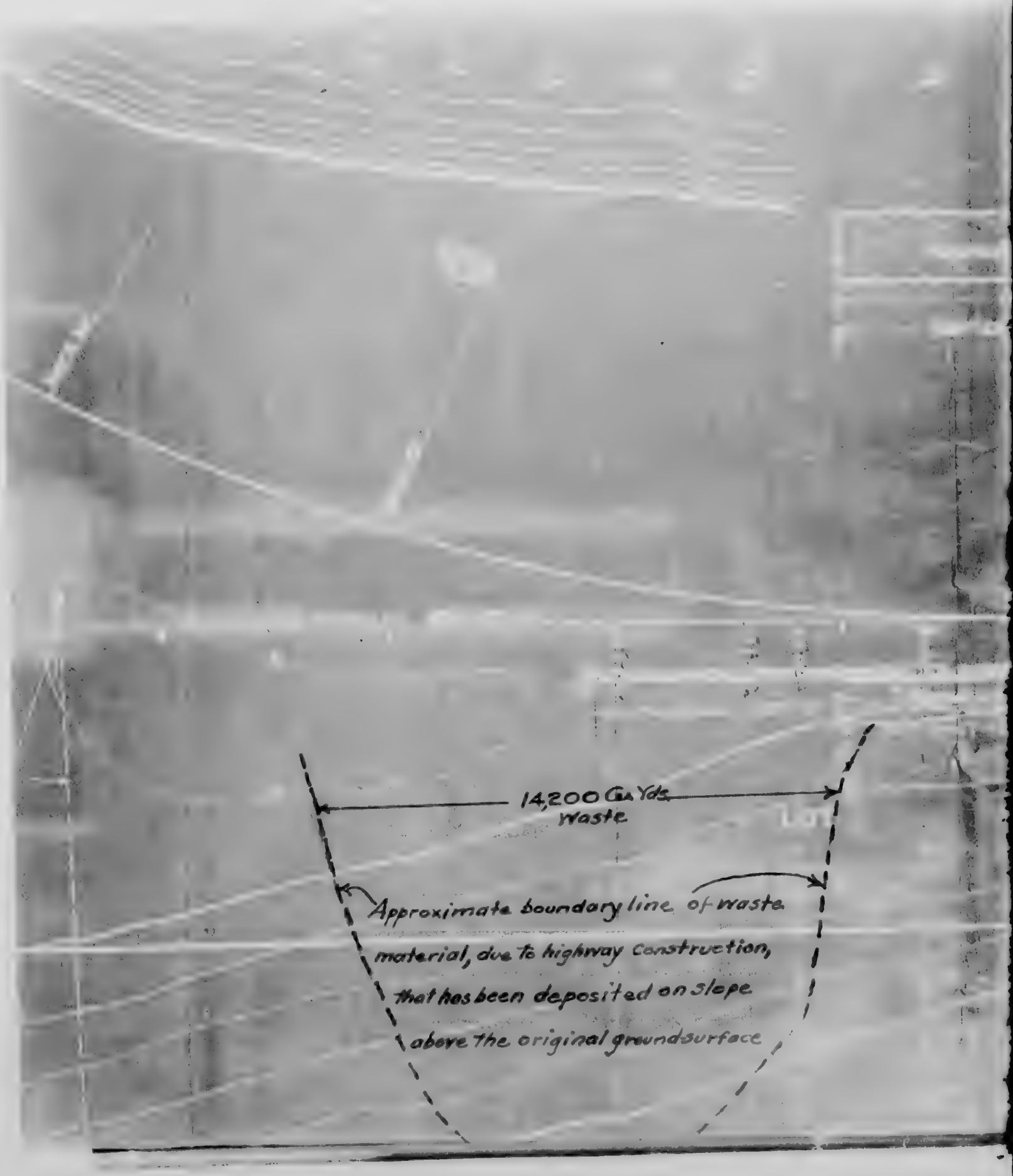
By

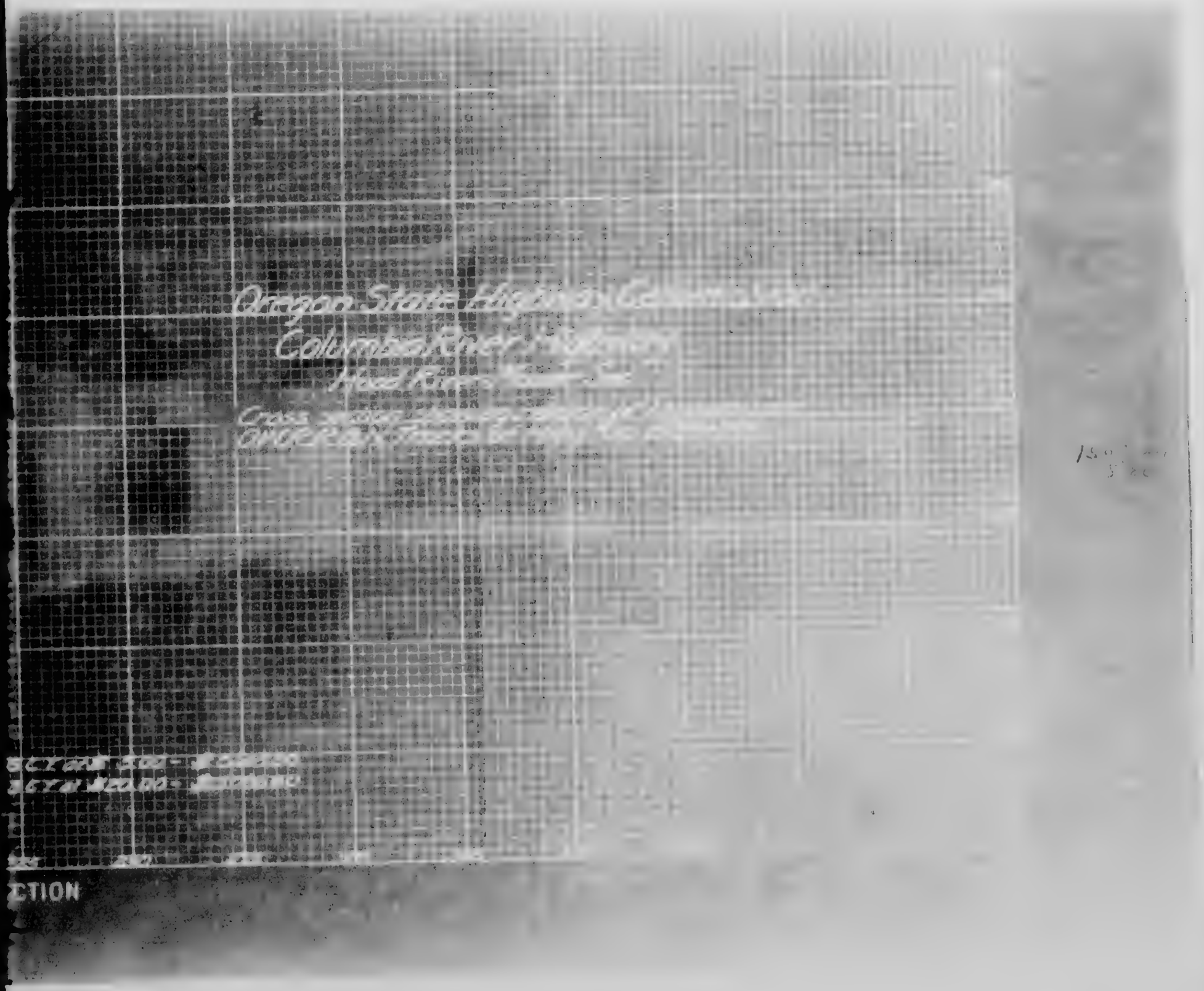
Office Engineer.

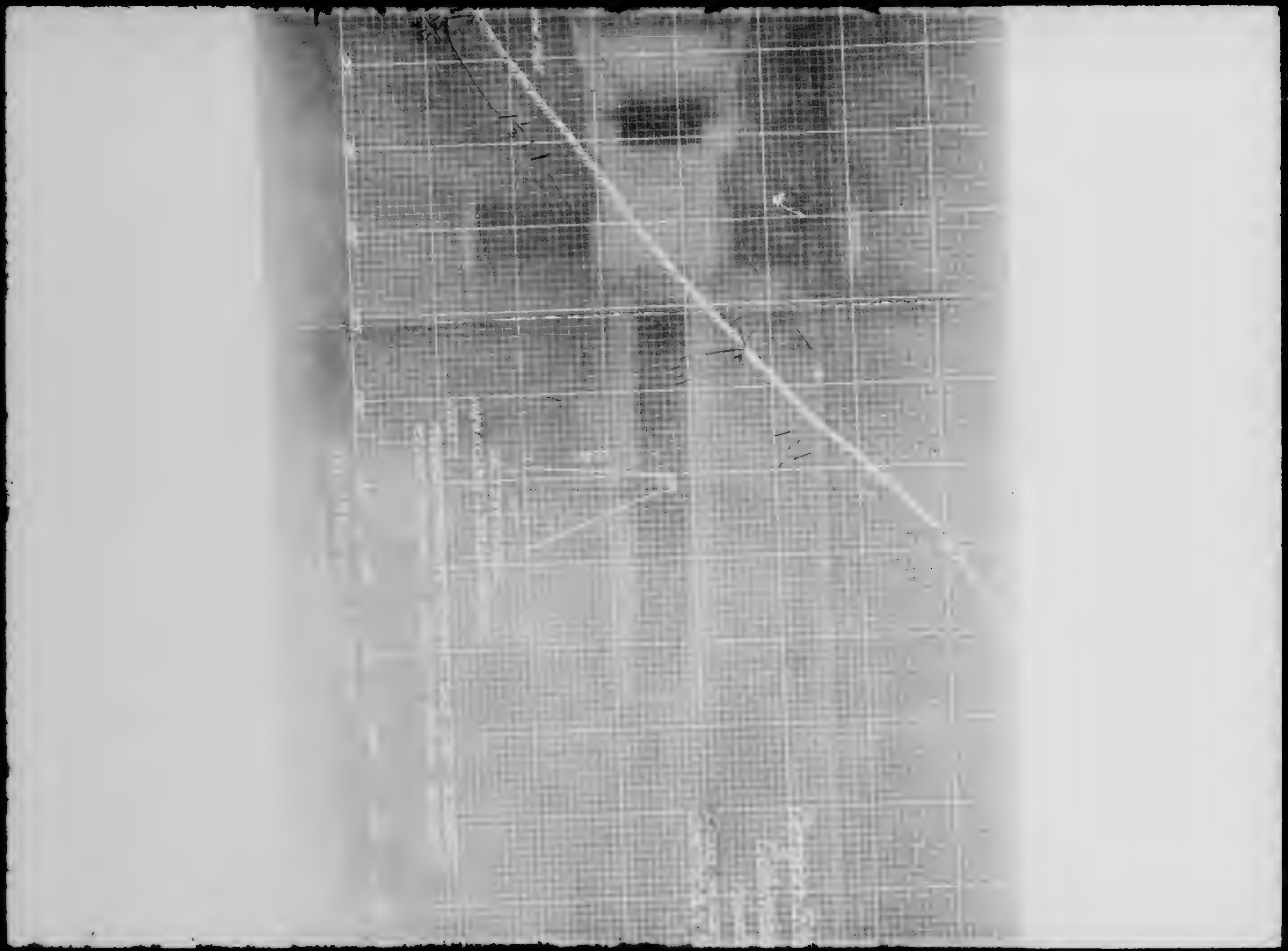
SHP-MH

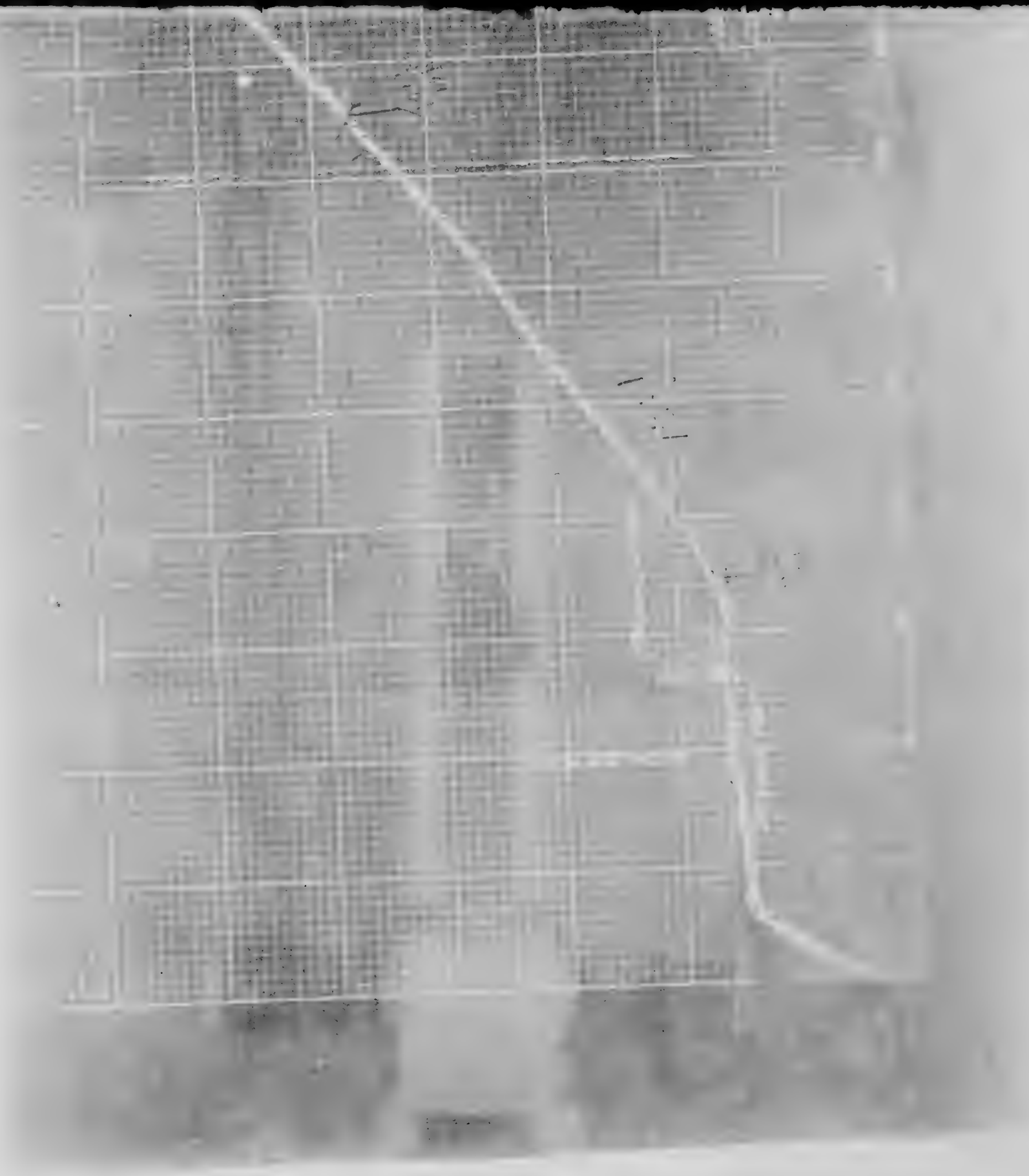
Note: Revised to show existing

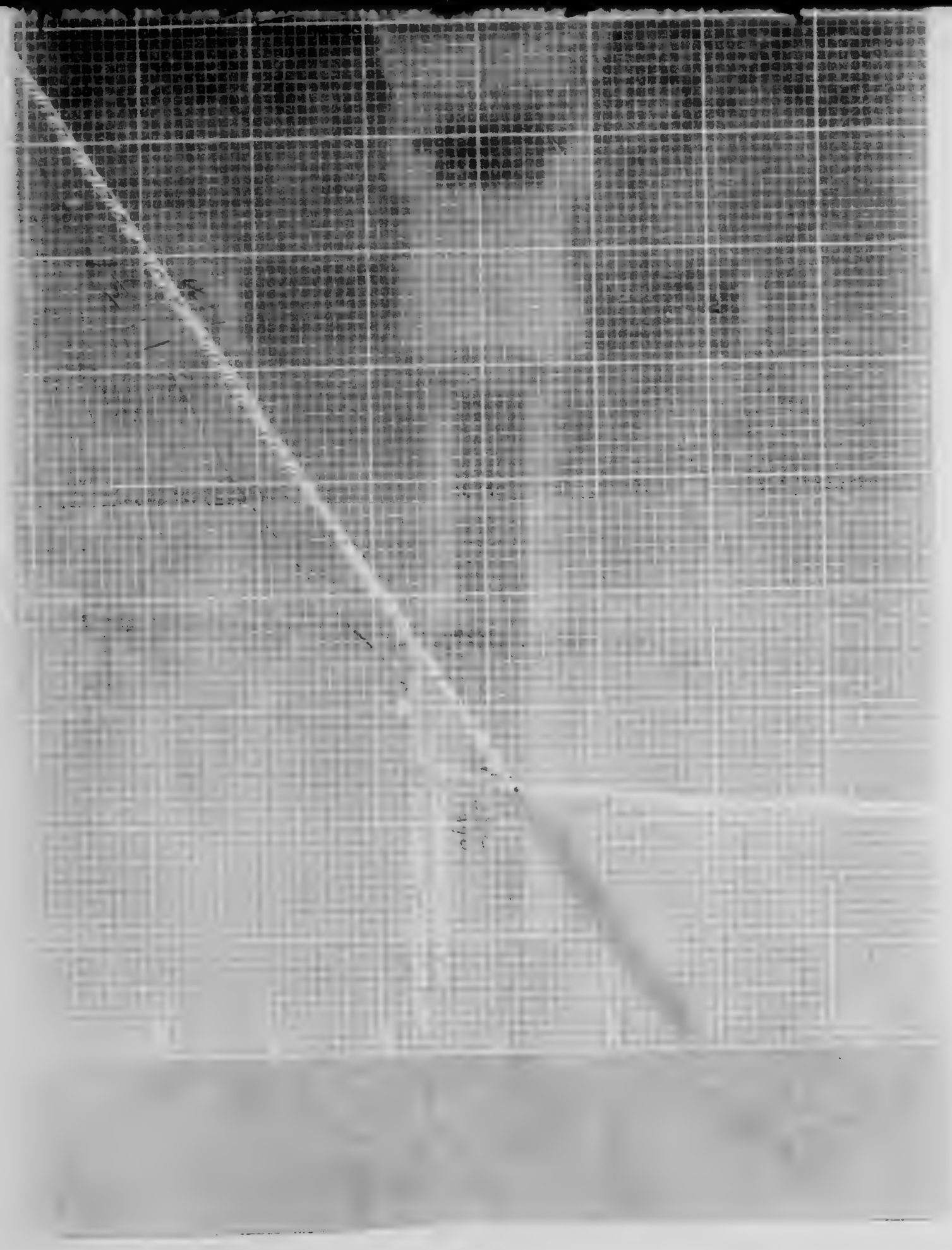

900 cycles
Waste

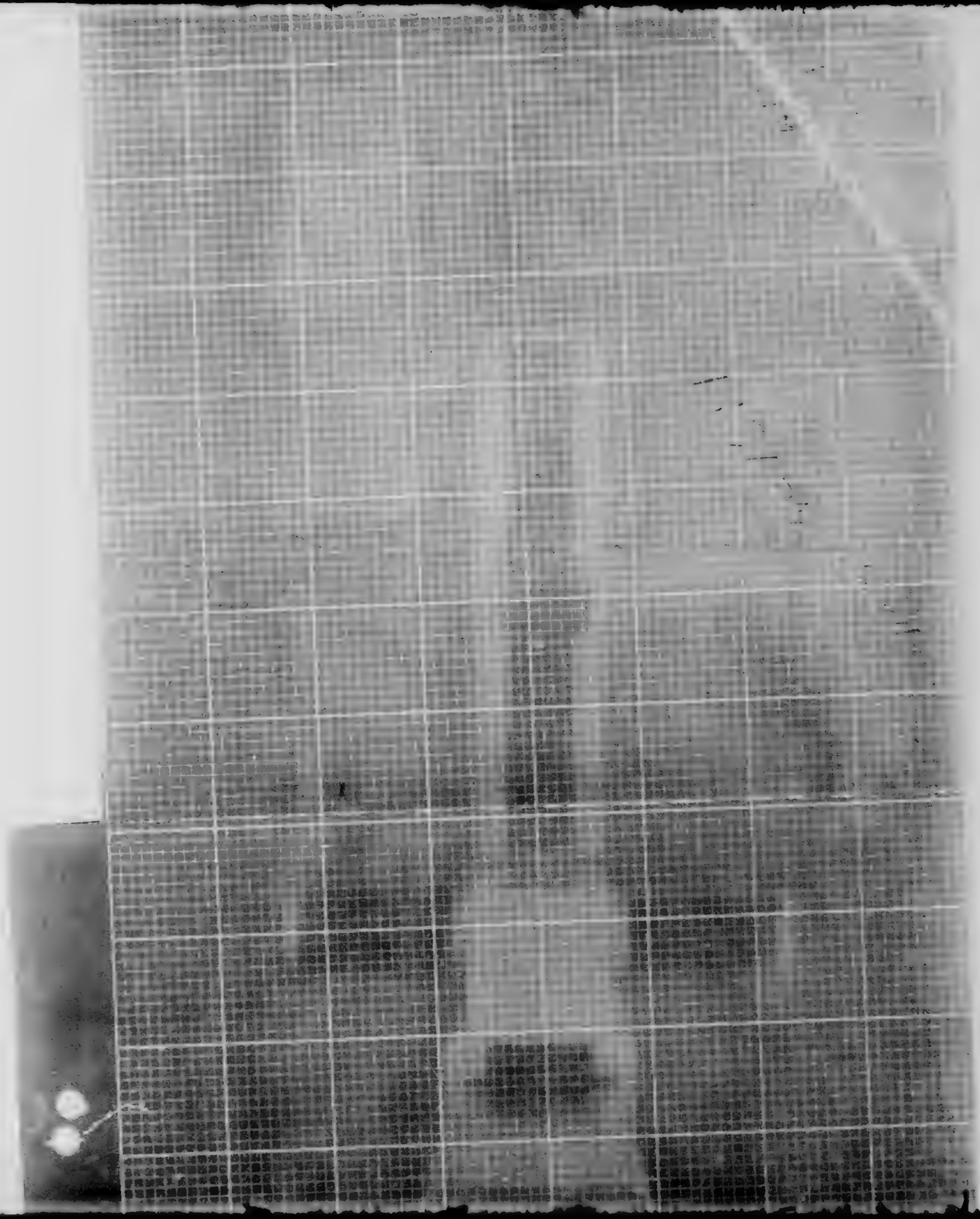

14,200 Cu Yds.
Waste
Approximate boundary line of waste
material, due to highway construction,
that has been deposited on slope
above the original groundsurface

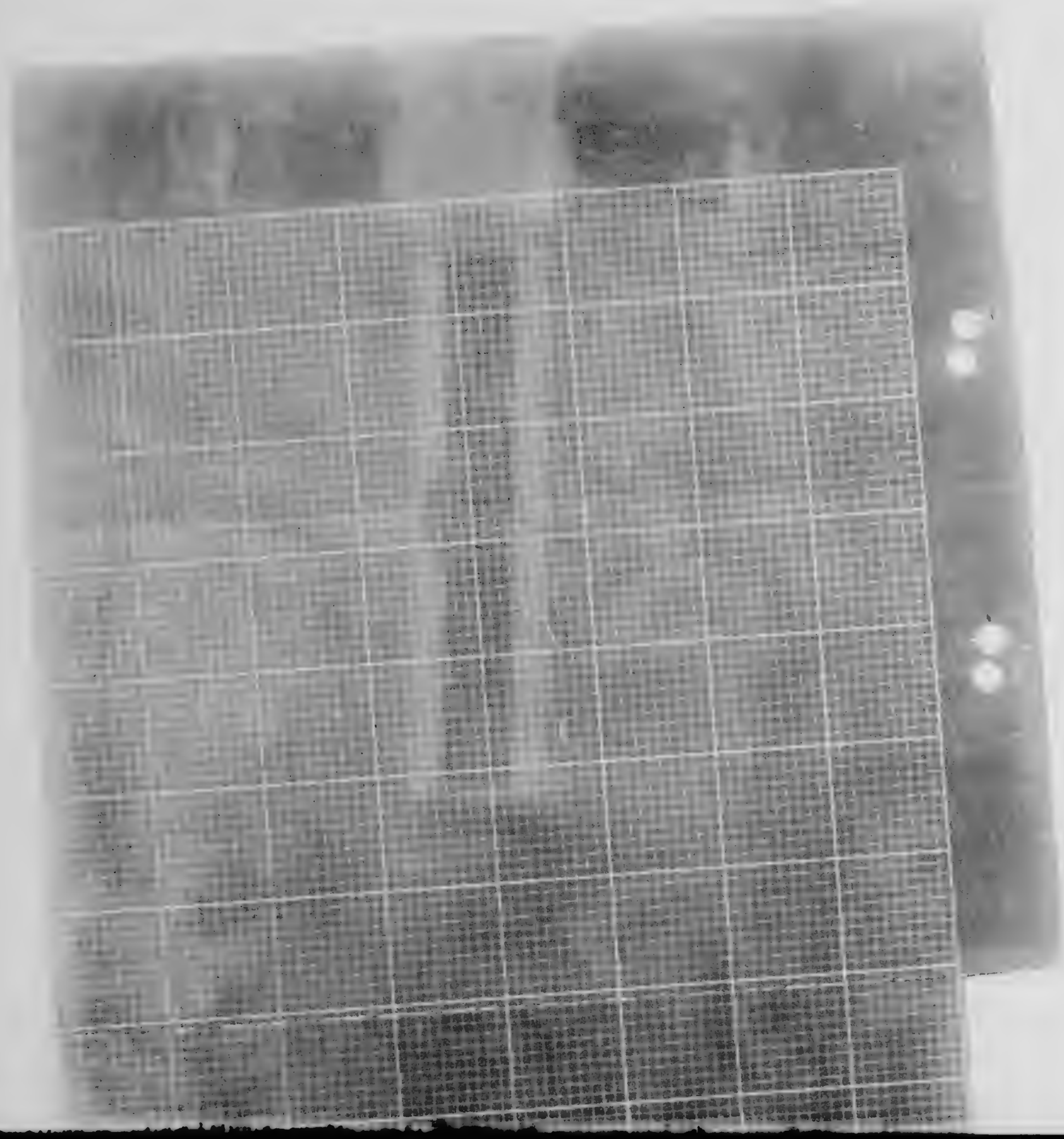

CTION











CONTRACT # 206

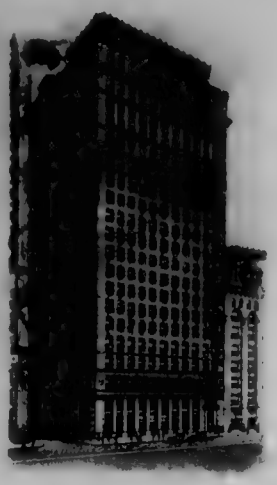
SEE: CONTRACT #205

206 SEE: Contract 205

CONTRACT #206

PR 36 Rowena-The Dalles 1919 - 1922

206



Company's Home Office Building.

# American Surety Company
## of New York.

Capital $5,000,000.

F. H. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, Res. Vice Pres.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
600-601 YEON BUILDING
TELEPHONE MARSHALL 116

MAY 6 1922

PORTLAND, ORE., May 5, 1922.

Re: State Highway Contract No. 206 (B.#208652-A)
A. D. KERN. Grading, Rowena-The Dalles Sec. of the Columbia River Highway in Wasco Co. 10-7-19.

---

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

In March, you very kindly informed us that the amount paid on the contract above mentioned was $94,483.11. The original contract price was $76,425.00.

I would thank you very kindly to advise me whether the excess may be considered as part of the contract price or whether the additional is to be considered as force account. If either or both is true, kindly give me the amount which may be considered as part of the contract and the amount which you carry as force account work.

Very truly yours,

WJL-s

Manager.

Nov. 2nd, 1921

American Surety Co.,
600-601 Yeon Bldg.,
Portland, Ore.

File FB-36

Gentlemen:

In reply to your letter of the 26th ult. we beg to advise that on October 10th the contract for paving the Rowena-The Dalles Section of the Columbia River Highway in Wasco County was approximately 34% complete.

Very truly yours,

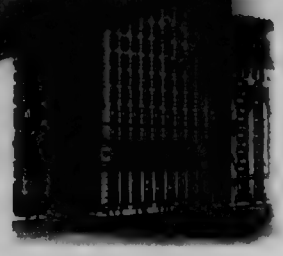
STATE HIGHWAY COMMISSION.

By

Secretary.

Dic. by J. W. DeJonge.

ETM



Company's Home Office Building.

# American Surety Company
## of New York.

Capital $5,000,000.

F. W. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

PORTLAND, ORE., Oct.26, 1921

Re: 511398-A : Hauser Construction Co. to State of Oregon. $191,791.50.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

I would thank you very kindly to advise me the percentage of work which has been completed by the Hauser Construction Company on contract for construction of 12.6 miles of pavement between Rowena and The Dalles on the Columbia River Highway in Wasco County.

Very truly yours,

W J Lyons

Manager.

WJL-s

1365

146,605.73
6,410.00
140,195.73
108,823.80 = 34%

October 25th, 1921.

Hauser Construction Co.,
507 Henery Building,
Portland, Oregon.

File PR-36

Attention: Eric. V. Hauser.

Dear Sir:

In the absence of Mr. Klein, I have to reply to your letter of October 24th as follows:-

A monthly pay voucher in the amount of $64,065.66 covering work done by your company on the Hosier-Dalles Section, has been forwarded to Portland where it will receive the signature of the State Highway Commissioners. It should be returned to this office on Thursday or Friday of this week, and will be immediately forwarded to the Secretary of State for payment. The warrant should be in your hands on about Tuesday or Wednesday of next week.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ETH

KENNETH D. HAUSER, SECRETARY

**HAUSER CONSTRUCTION COMPANY**
**ENGINEERS – GENERAL CONTRACTORS**
507 HENRY BUILDING
PORTLAND, OREGON

Oct. 24th, 1921.

RECEIVED
OCT 25 1921
STATE HIGHWAY ENGINEER

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Our September estimates returnable October 10th amount to $88,857.47, and as we have such an enormous amount of money tied up in our present construction projects I would sincerely appreciate it if you can expedite these vouchers so that I will be able to obtain some financial relief within the next day or two. As the Commissioners are in session both tomorrow and Wednesday can you not obtain their necessary approval so that we can get our money on the estimates by Wednesday or Thursday. My reason for asking you to give this matter your personal attention is owing to the fact that we will have heavy over-drafts in the banks which will have to be covered by notes and collateral security unless we can obtain some of our money from the State within the next day or so.

Thanking you for your kind attention to this matter, and with best regards, I remain

Yours truly,
HAUSER CONSTRUCTION COMPANY.

Eric V. Hauser

Eric V. Hauser.

EVH:R.

ANSWERED

Oct. 14, 1921

Johnson Contract Co.,
311 Lumber Exchange Bldg.,
Portland, Oregon.

File [illegible]-36

Attention; Mr. E. T. Johnson.

Dear Sir:

In talking with you over the phone today I stated that your final voucher in connection with the Mosier-Rowena work would be mailed out to you today or tomorrow for your signature. Upon further investigation I find that the voucher has already been prepared and is now in the hands of the State Highway Commission for signature. The Commissioners are now making a trip through the southern part of the state, and we expect them to sign and return the vouchers which they took with them, probably tomorrow. Immediately after the return of the vouchers, signed by the Commission, same will be forwarded to you for your signature and payment can then be made within a very few days.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SH:TH

PR 36/

June 17, 1921

American Surety Company,
c/o John B. Coffey, Agent,
Wilcox Building,
Portland, Oregon.

Dear Sirs:

The purpose of this letter is to advise you that it is the intention of the Highway Commission to make final payment to A. B. Korn on his contract No. 226, which covers the grading on the Bowens-The Dalles Section.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

June 10, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are returning herewith final voucher submitted by you on Oregon Federal Aid project No. 36.

Amounts used in the construction of cattle pass at Station 731/40 have been included in this final voucher. However, according to previous decisions, the building of stock passes is considered as part of the cost of acquiring the right of way and is not a proper charge for Federal Aid, with the exception that the cost of such culvert as would be necessary to take care of the drainage would be subject to payment of Federal Aid in the same percentage as the balance of the project.

Please have this voucher revised omitting cattle pass, and return for payment.

Yours very truly,

J. W. Everist

Acting District Engineer.

PR
26

June 1, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-26

Dear Sir:

Herewith we are enclosing final voucher on the Bureau - The Dalles Section, Oregon Federal Aid Project No. 26, in the amount of $9,566.17.

Please accept this letter as formal certification that no liquidated damages were collected on this project.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeSouza.

HH

Enc.

OF OF

April 30, 1921

Mr. U. R. Gray,
Resident Engineer,
The Dalles, Oregon.

File PR #36

Dear Sir:

I am returning today your calculations on the cattle pass located at Sta. 731 + 40.

Please show your method of calculation in detail, and also give more dimensions on your wing walls. The notations on the plat indicate what is required.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

Dic. by R. S. Woodford,
RT

OF OF

34

April 20, 1921

A. A. Korn,
Lumber Exchange Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of April 19th, making inquiry in regard to payment for the hauling of 896 cubic yards of talus material delivered on mile 2 of the Rowena-Dalles section.

This will advise you that payment for this hauling was made on our voucher No. 2134 and that the warrant covering payment of this voucher, in the amount of $1,062.40, was mailed to you on February 8th. This payment covered, in addition to the hauling referred to, $240. for rental of roller and $16. for 32 cubic yards of material delivered on mile 1.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:LE

April 19th, 1921.

Attention Mr. Probert.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;-

We have on our books a charge against the Oregon State Highway Commission amounting to $ 806.40 for the hauling of 896 yards of Talus Rock onto mile 2, between Rowena and The Dalles.

We have taken this matter up with Mr. Ulrich R. Grey, Engineer at The Dalles, and he informs us that all the reports covering this work have been forwarded to your office.

Will you kindly inform us as to the status of this account and oblige.

Very truly yours,

A. D. Kern

By A. D. Kern

HJW:CR

Van # 2134
Forward $ 443.35
Amt $ 1062.40

(Rental Rate - $ 24.00
32 yds Mile 1 - 16.00
896 yds " 2 - 806.40
$ 1062.40

ANSWERED
S.H. Probert

FORM 2 1M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible] KIDDLE, ISLAND CITY
J. W. YEON, PORTLAND
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

3:PB3 - Dragging.
File 24.

The Dalles, Ore., April 13, 1921.

Mr. A. D. Kern,
519 Lmbr. Ex. Bldg.,
Portland, Oregon.

Dear Sir:

Repeated requests from the Resident Engineer, U. R. Grey, on the gravelling job between Mosier and The Dalles for dragging and keeping the road in condition where your trucks are travelling have not been complied with. The contract clearly provides that dragging shall be done at the direction and in the amount required by the Engineer in charge of the work.

The Bureau of Public Roads recently made an inspection of this job, which is a Federal Aid Project, and made complaint to Salem that the road was not being sufficiently dragged. Also I have personally requested that this dragging be done, and be done continuously, but no action has been taken.

Two drags, aside from the blade which you use in spreading gravel as the trucks dump upon the roadway, must be kept in continuous operation between Mosier and the end of the hauling. This must be starte immediately or the work will be shut down until such a time as you can see fit to do the work as specified and directed. The section at present is badly rutted through lack of dragging. Trucks have difficulty in turning out when meeting another truck, and we do not obtain the object that we figure to obtain by hauling over the gravelled section, that is, by keeping the hauling over the road spread in order to insure a well packed surface. The way it is done now the travel just goes in the two ruts, and we gain no compacting whatever from the trucks, except in the one place, which is a disadvantage rather than an advantage.

I feel that we have been very lenient with you in this matter, and have not been not half way in our requests.

FORM 3 1M-12-29

R. A. BOOTH, EUGENE, CHAIRMAN
E. E. KIDDLE, ISLAND CITY
J. [illegible] YEON, PORTLAND
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB3 - Dragging - 2.

Mr. Grey has full authority to close down the work at any time that he sees fit unless the dragging is started at once and kept going continuously as above outlined.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Salem.
cc U. R. Grey.

April 11, 1931
Monday.

Mr. U R Grey,
320- E. 3rd. Street,
The Dalles, Oregon.

Dear Sir:-

We are returning under separate cover the final records of Rowena-The Dalles Section.

In the recheck of this job we have found a number of errors, which we have indicated in the X-section plots, and have totaled the checked roadbed quantities according to the sub-divisions shown in your summary. These totals, however, do not include cut ditches, which we cannot check without the actual length of ditch for each of your sub-divisions.

Your only mention of ditches is the notation on the plot "Side ditches figured 1' x 3' thruout". It is not clear from this whether ditches are triangular 2' on top and 1' deep or an average X-Section of 1' x 3', nor where the exact limits as to length, are to be taken. Please give the dimensions of ditch for each sub-division and list this yardage separate from roadbed quantities so as to facilitate checking.

Classification as shown on summary seems to be arbitrary as no notes appear in X-sections or plots and S.R. is shown in places where the X-section slopes would indicate otherwise. Indicate the classification by stationing and percentages used, or any other method by which your final quantities were obtained.

The masonry quantities in Castle Pass at Sta. 731+ 40 appear to be incorrect, and the quantities for Chenowith Bridge are not obtainable from the Bridge Department, as they have no record of final measurements or quantities.

Please recheck the indicated differences and clarify the other items mentioned, returning all data to this office at your earliest convenience. Do not erase the penciled figures we have inserted in the X-section plots and summaries.

Yours very truly,
Herbert Nunn
State Highway Engineer

BY
Office Engin

Dic. by F D Eason
cc- J H Scott

Form 19.

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Rowena - The Dalles Date April 9, 1921

Week from April 4 to April 9

Highway Columbia River Job Prefixes 33DA

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wasco

Survey will be completed about ..... Number in party .....

Camp location The Dalles

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Started a fine grade crew at The Dalles end with J H Carson in charge. Moved one day with rock crusher. Expect to be through with talus work about next Wednesday night. Requested by owner to take his shovel to Rowena for shipment. Am engaging the city rollers for odd days occasionally, to do whatever rolling is necessary.

Weather fine and warm.

APR 10 1921

APPROVED

APR 11 1921

DIVISION ENGINEER

Signed Ulrick R. Grey

Title Supt

FORM 4 15M-9-20

C. H. STINSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PR 374

33PC - Channel Change.
File 22.

The Dalles, Ore., March 17, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Oct. 1920
Vou # 7942
Amt $658.25

Dear Sir:

We are enclosing herewith data in support of work done by Tranzano Brothers sometime about September, 1920, placing 121 square yards of rock in the channel of Chenowith Creek under the Chenowith Creek Bridge on the Rowena-The Dalles Section of the Columbia River Highway. This is forwarded to to your office at this time for your files, as the settlement with Tranzano Brothers no doubt was made at the time the work was finished.

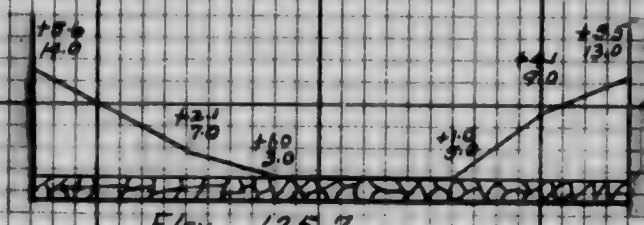
Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

MASONRY UNDER CHEM
STA 806+30

20'N of ℄

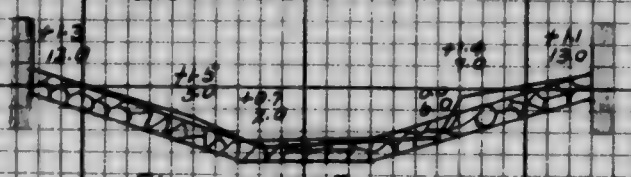



Elev 125.7

Elev 130.00

Exc 17.8 C.Y.

10'N of ℄

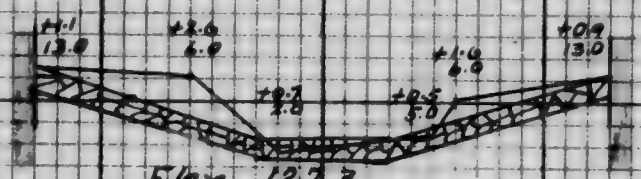



Elev 126.7

Elev 130.00

Exc 10.9 C.Y.

℄ Highway




Elev 127.3

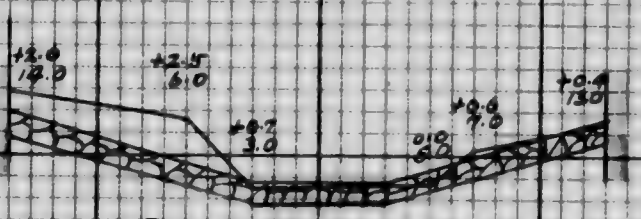
Elev 130.00

Exc 11.6 C.Y.

West wall

East wall

10'S of ℄

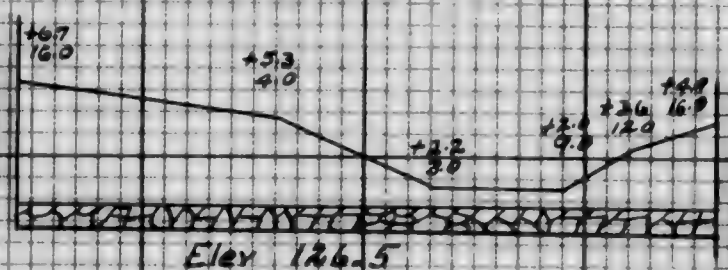



Elev 127.9

Elev 130.00

Exc 30.6 C.Y.

20'S of ℄




Elev 126.5

Elev 130.00

Total Exc 71.4 C.Y.

℄

OREGON STATE HIGHWAY DEPARTMENT

...ITH BRIDGE

CONTRACTOR TRONZANO BROS

19 21

26

of time on each)

7855

C.Y.

1658 ½

A=2550

1950-300 = 1650

C.Y.

A=3355

C.Y.

Masonry
1210 Sq. Yds.

A=2920

C.Y.

A=136.25

110 C.Y.

1921

Form 39

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Section Rowena – The Dalles Date February 26, 1921

Week from Feb 21 to Feb 26

Highway Columbia River Job Prefixes 33PC

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wasco

Survey will be completed about Number in party

Camp location The Dalles

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Feb 21 I was worked on final records

" 22 I " " " " "

" 23 I " " " " "

Will be completed in one day

APPROVED

Signed Ulric R Grey

Title Res Eng

January 26, 1921

P. R. 38

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Regarding your letter of January 2nd about the arrangement for hauling talus on The Dalles-Bowman Section and also the hauling of crushed rock from The Dalles quarry, I took this matter up with Mr. Grutze and Mr. Klein and they are both of the opinion that we should employ the state trucks on this work.

Inasmuch as A. D. Kern has contracts on either side of this work it is thought that the trucks now employed on this work can be used on one of these jobs.

Please take the matter up with Mr. Grutze in advance of the time you contemplate starting this work, in order that a fleet of trucks may be assembled and delivered to the work.

NOTED
C. L. GRUTZE

Yours truly,

Assistant Engineer.

CCK:LM

STATE HIGHWAY COMMISSION
SALEM

ing.

The Dalles, Ore., Jan. 22, 1921.

RECEIVED
JAN 24 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

In regard to the hauling of talus and other material on The Dalles-Rowena Section of the Columbia River Highway, which hauling has to date been done by Morrison & Kern trucks on the yardage basis, Mr. Grutze called up a few days ago and insisted that when this work was resumed that State trucks be used. We have been paying Morrison & Kern 50¢ per yard in the first mile, and 40¢ per yard for each additional mile. I wish to recommend that this agreement with Kibbe on these trucks be continued to the completion of the job. I am satisfied that it is more efficient, more economical, and that once the weather conditions are such that we can start in again that we can complete the work much more rapidly with these trucks than State trucks. As the men driving the trucks get so much per yard, they prefer to work overtime in hauling, often putting in from ten to twelve hours per day, and do their own repair work after hours, and at least we are not paying for repair work while the trucks should be hauling.

As most of the hauling is over large sharp rocks, the cost of tires are much more than where we are hauling in dirt or sand roads. Also many of the trucks have broken springs and other expensive parts. I am satisfied that the trucks are not making a great deal of money, but Morrison & Kern are anxious to continue the work, as the trucks are here in The Dalles. Considering the price and satisfaction we have had under this agreement, I think it would be a mistake to cancel the agreement and try to do the work with State trucks. Please let me hear your decision in the matter as soon as possible.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

FORM 4 10M-8-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY } COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

January 11, 1921

Mr. C. B. McCullough,
Bridge Engineer,
O f f i c e.

Dear Sir:

The attached correspondence is referred to you for recommendation covering the matter of taking out the vertical culvert on the Chenowith Bridge.

Kindly return correspondence with your recommendation.

Yours truly,

C. C. Kelley

Assistant Engineer.

CCK:LM
Encls.

December 28 1920

Kelly
State Highway Eng
Salem Oregon

The Dalles

Dear Sir,

Force Order #5 Contract #206 33PC was issued for these reasons. The original grade on Chenowith Creek Bridge was projected with a vertical curve. After the forms were up it was decided by the Bridge Dept to take out the vertical curve, which was done by jacking up the forms under the orders and direction of H F Miller Res Bridge Eng. The enlarging of the channel of the creek upstream was also ordered by the Bridge Dept and yourself and performed under the direction of H F Miller.

At that time I expected that Mr Miller had taken care of the work, and as I never heard anything about it, it passed out of my mind, until I received the bill for it, this month. Whilst admitting that it was an error upon my part in letting it get away from me, I think that the Work Order is in order even at this late date.

Respectfully yours
Ulrich R Grey
Res Eng

October 27, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

J.A. #36

Dear Sir:

Reference is made to your letter of Oct. 25th, with further reference to the manner of handling the tubs sub-surfacing on the Rowena-Dalles section.

This letter has been referred to Mr. Bailey and he instructs that this work be handled upon the basis outlined in my recent letter. If there is any reason why A. D. Keen does not desire to have these items carried as a part of his grading contracts, we will be willing to change the basis of handling the work to that outlined in yours of the 25th, but it would be a convenience to us to handle this work as a part of his grading contract.

If the method outlined in your letter were adopted, would it be necessary that payment for hauling be made to Morrison & Keen and that payment for rental of steam shovel be made to A. D. Keen, or would it be possible to handle this whole matter by direct payment to A. D. Keen.

For your further information, I am enclosing a copy of a letter from C. E. Kibbe, quoting the rates to be charged for hauling and for rental on steam shovel.

Very truly yours,

HERBERT HUNT
State Highway Engineer.

By

Office Engineer.

HEP GJR
Enc

FORM 4 3M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PC - Job Prefix, Talus Surfacing.
File 52.

The Dalles, Oreg., Oct. 25, 1920.

RECEIVED
OCT 26 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In regard to the talus surfacing being put down on the Rowena-The Dalles Section of the Columbia River Highway, sometime ago we asked for a prefix number on this work, and you informed us that this was an extention of the Kern contract. It seems to have been a general misunderstanding in regard to this work. It was the original intention that this work would be done by direct work, we to lease the steam shovel belonging to the contractor, and to use State trucks on the hauling. Later a letter came out giving the impression that Kibbe, or Kern, was to do the work. This he refused to do, stating that he had no men available, but that he would get trucks for us, and he would rent the shovel, so we are now doing this by truck work, as was originally intended. The work is going along very nicely, and the cost of the work seems to be about the same as that done on the Johnson contract between Rowena and Mosier, with perhaps a shade in favor of this work we are doing.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

October 15, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File PR-36

Dear Sir:

Receipt is acknowledged of your letter of Oct. 15th requesting the assignment of job prefix numbers for the application of talus sub-surfacing and for graveling the Rowena-Dalles Section. In this letter you state that the graveling of this section is now under contract to A. D. Kern. This statement is an error as bids have not yet been called for for the surfacing of the Rowena-Dalles Section. We believe that you must refer to the graveling of the Mosier-Rowena Section, for which work we have assigned prefix [redacted].

We do not believe that it would be desirable to assign a separate job prefix to cover the talus sub-surfacing of either the Mosier - Rowena or the Rowena-Dalles Section. Where the work is being handled by the grading contractor, it should be considered as extra work in connection with the grading contract. Where the work is being handled by the surfacing contractor, it should be considered as a part of the work under the surfacing contract.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

FORM 6 2M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

33PC - Surfacing.
File 24.

The Dalles, Ore., Oct. 13, 1920.

RECEIVED
OCT 15 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please assign a job prefix for talus hauling by State forces on The Dalles-Rowena Section of the Columbia River Highway, and also a job prefix for the graveling of the same section, under contract by A. D. Kern.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

Answered
S H Probert

12581—1M—8-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F.A.Oregon #36

Lab. No. 2654

Field No. 153

Sampled by U.S.Grey

Date reported Oct.12-1920

County Wasco

Place of collection Sta. 666

To be used Cattle Pass Floor Slabs

Quantity represented Johnsons - The Dalles

### Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 2.3 | 5.2 | 10.2 | 74.7 | 92.5 | 99.2 | |

70% retained on #30 screen

### Tensile Strength

1 cement : 3 sand

| This sand using 11.5 % water | | Standard sand using 10.0 % water | |
|---|---|---|---|
| 7 Days | 28 Days | 7 Days | 28 Days |
| 285 | 375 | 290 | 360 |
| 285 | 345 | 265 | 360 |
| 270 | 320 | 300 | 370 |
| 280 | 347 | 292 | 370 |

Average

96.0 per cent of standard sand, 7 days.

93.7 per cent of standard sand, 28 days.

Remarks: Suitable for use with a small additional amount of cement.

cc Office ✓
U.S.Office Public Roads 2
J.M.Scott
U.J.Grey

Kenneth S. Hall
*Testing Engineer.*

Rhyfle — Way

## ESTIMATE OF HAULING TAILUS

### Rowena-The Dalles Section, 33PC

SEP 23 1920

**From Pit at Sta. 635:**

| | | | |
|---|---|---|---|
| Bottom Course 495-514 Av. haul 131 Sta. | 1254 | Cu.Yds. | |
| " " 661-672+50, Av. haul 32 Sta. | 759 | " | " |
| | 2013 | " | " |
| Figured 8" deep 26' wide approx. 66 yds per Sta. | 2000 | " | " roughly |
| Top Course 495 - 695 Av. haul 50 Sta. | 8000 | " | " |
| Figured 5" av. depth 26' approx. 40 yds per Sta. | 10000 | " | " Total |

**From Pit at Sta. 755:**

| | | | |
|---|---|---|---|
| Bottom Course 709 - 745 Av. haul 28 Sta. | 2376 | Cu.Yds. | |
| " " 800 - 843 " " 67 " | 2838 | " | " |
| " " 848 - 866 " " 102 " | 1188 | " | " |
| " " 898 - 905 " " 146 " | 462 | " | " |
| | 6864 | " | " |
| Figured 8" deep 26' wide approx. 66 yds per Sta. | 6900 | " | " roughly |
| Top Course 695 - 905, Av. haul 57 Sta. | 8400 | " | " |
| Figured 5" av. depth 26' wide approx. 40 yds per Sta. | 15300 | " | " Total |
| Grand Total | 25300 | " | " |

- - - - - - - - - - - - - - -

| | | |
|---|---|---|
| Bottom Course | 8900 | Cu.Yds. |
| Top Course | 16400 | " " |
| | 25000 | " " |

- - - - - - - - - - - - - - -

| | |
|---|---|
| Rent of steam shovel 130 days @ $50.00 | $ 6,500.00 |
| Wages of " " runner | 1,650.00 |
| " " " " fireman, craneman, pitman | 2,200.00 |
| Water for " " | 800.00 |
| Coal, oil, etc. for steam shovel, @ $20.00 | 2,600.00 |
| Rent of roller, 30 days @ $15.00 | 450.00 |
| Wages of roller runner and helper | 450.00 |

way

October 3th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-36

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 1,591.72 covering work done from Aug. 11, 1920 to Sept. 25th, 1920 on the Rowena-Dallas Section, Oregon Federal Aid Project No. 36.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. V. DeSouza.
ET
Enc.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE

REFER TO FILE NO. B-1.

October 4, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The modified project agreement and certificate to cover Oregon project No. 36 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

lcb-lba.

Assistant in Road Management.

Enclosures.

Copy for State Highway Department

Oregon project No.56, Federal Aid Road Act,
July 11, 1916, (39 Stat.355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on June 1, 1920, by the State Highway Commission of Oregon and on April 21, 1920, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No.56; and

WHEREAS, construction work on said project has been in progress and it is found that the quantity of solid rock excavation to be performed is 28,270 instead of 9,000 cu. yds. as provided in the estimate previously approved, and by reason thereof the said State Highway Commission of Oregon has requested that the estimate of cost approved for said project be increased from $76,958.64 to $98,401.28, and that the Federal funds approved and set aside to the credit of the project be increased from $38,479.32 to $49,200.69.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department of Oregon and the Secretary of Agriculture, that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of forty nine thousand and two hundred and 69/100 dollars, ($49,200.69) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the cost of said project shall not in any event exceed ($) the said sum of forty nine thousand and two hundred and 00/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of ninety eight thousand and four hundred and one and 38/100 dollars, the approved total estimated cost of said project nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission on the 9th day of September 19 20, and the Secretary on the 24 day of August, 19 20.

State Highway Commission of Oregon.

By _____
Chairman, State Highway Commission.

By _____
Member, State Highway Commission.

By _____
Member, State Highway Commission.

E. W. Ball
Acting Secretary of Agriculture.

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF ..... Oregon .....

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of ..... Oregon .....
for the construction of a rural post road between ..... O.W.R., & N.R.R. Station in Bowns and a point on the corporate limits of The Dalles, .....
..... locally known as ..... Columbia River Highway, .....
Bowns-Dalles Section, Wasco county, ..... and
designated in the records of this Department as Project No. ..... 56 ....., State of ..... Oregon .....

SECOND. That in accordance with said section 6 I have approved the sum of $ ..... 98,401.25 .....
in addition to the $36,473.53 as approved by certificate of April 21, 1920,
as the total estimated cost of said project, and the sum of $ ..... 10,721.87 ..... as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this ..... 24th ..... day of ..... August .....
one thousand nine hundred and ..... Twenty .....; as witness my hand and the seal of the Department of Agriculture.

E. T. Meredith
..... Acting *Secretary of Agriculture.*

FORM 4 2M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. K. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Crushed Rock from Dalles City.
File 25.

The Dalles, Ore., Oct. 2, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

In reference to your letter of September 28th, File P.R. 36, regarding crushed rock to be obtained from the City of The Dalles for surfacing of the Rowena-The Dalles Section of the Columbia River Highway, I have taken this matter up with Mr. Marx, City Engineer, and the City Officials of The Dalles, and wish to report that they can furnish crushed rock Nos. 1 and 2, size 1 1/2 inches down to screenings, at a price of $2.25 per cubic yard in bunkers. This is a maximum price, and they state that they may be able to shave this price slightly to us. The capacity of the crusher is 100 to 110 cubic yards per day of all sizes, so the amount of the size we require would be considerable less than this. There is no storage except in the bunkers at the crusher.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

FORM 4 3M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

P.R. 36

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PB - Crushed Rock from Dalles City.
File 25.

The Dalles, Ore., Oct. 2, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

In reference to your letter of September 28th, File P.R. 36, regarding crushed rock to be obtained from the City of The Dalles for surfacing of the Rowena-The Dalles Section of the Columbia River Highway, I have taken this matter up with Mr. Marx, City Engineer, and the City Officials of The Dalles, and wish to report that they can furnish crushed rock Nos. 1 and 2, size 1 1/2 inches down to screenings, at a price of $2.25 per cubic yard in bunkers. This is a maximum price, and they state that they may be able to shave this price slightly to us. The capacity of the crusher is 100 to 110 cubic yards per day of all sizes, so the amount of the size we require would be considerable less than this. There is no storage except in the bunkers at the crusher.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

September 28, 1920

P. R. 26

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We are in receipt of your estimate covering the placing of talus and surfacing on the Rowena-The Dalles Section of the Columbia River Highway, which accompanied your letter of September 23rd.

Will you kindly take up with the city officials of The Dalles and ascertain if they can furnish approximately 3500 cubic yards of 1½ inch maximum size crusher run crushed rock at their bins in The Dalles, and at what price this would be furnished to the State.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

September 28, 1929

P. R. 36

Mr. A. D. Korn,
Ft. of Hill Street,
Portland, Oregon

Attention Mr. G. E. Kibbe.

Dear Sir:

Please recall a recent conversation in which you intimated that you would furnish gravel from the Marsh Pit for surfacing that portion of the Rowena-The Dalles Section from the end of your present contract to Chenowith Creek at the rate of $2.00 per cubic yard, at the end of your present contract, plus 40¢ per mile haul.

Will you please confirm this by letter in order that the matter may be presented to the Highway Commission.

Yours truly,

3 1°
Rowena to Chenowith a

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

Should advise advertising but keep use for extend contracts if absolutely necessary CCK

FORM 4 2M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PR
36 / 33PC - Contract on Chenowith Creek Bridge.
File 22.

The Dalles, Ore., Sept. 25, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
SEP 28 1920

Attention Mr. Prebert.

Dear Sir:

Enclosed herein find agreement in triplicate between Frank and Peter Tronzano and the State Highway Commission, together with certified check for $400.00 covering work to be done in rip raping the channel beneath the Chenowith Creek Bridge, on the Rowena-The Dalles Section of the Columbia River Highway, Job No. 33PC.

The form of this agreement was drawn up by Mr. Devers, and I believe coveres all items clearly.

Will you please have signatures attached by the Commissioners, and a copy returned for the use of the contractors, and one for the files of this office.

The work on this has started, and we expect to have it completed within the next ten days. The manner and plan of this work was agreed upon between Mr. Campbell, of the Bridge Department, and myself.

Respectfully yours,

H. C. Ingle

H. C. Ingle,
Division Engineer.

HCI:kl
Encls.

cc to Mr. L. P. Campbell.

NOTED
J. M. DEVERS

FORM 4 SH-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles, Oregon.,
Sept.,23,1920.

SEP 25 1920
STATE

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir;-

Complying with your request I am sending you herewith the estimate of cost for placing remainder of talus sub-base and light bottom course of fines between Rowena and the Dalles on the Columbia River Highway.

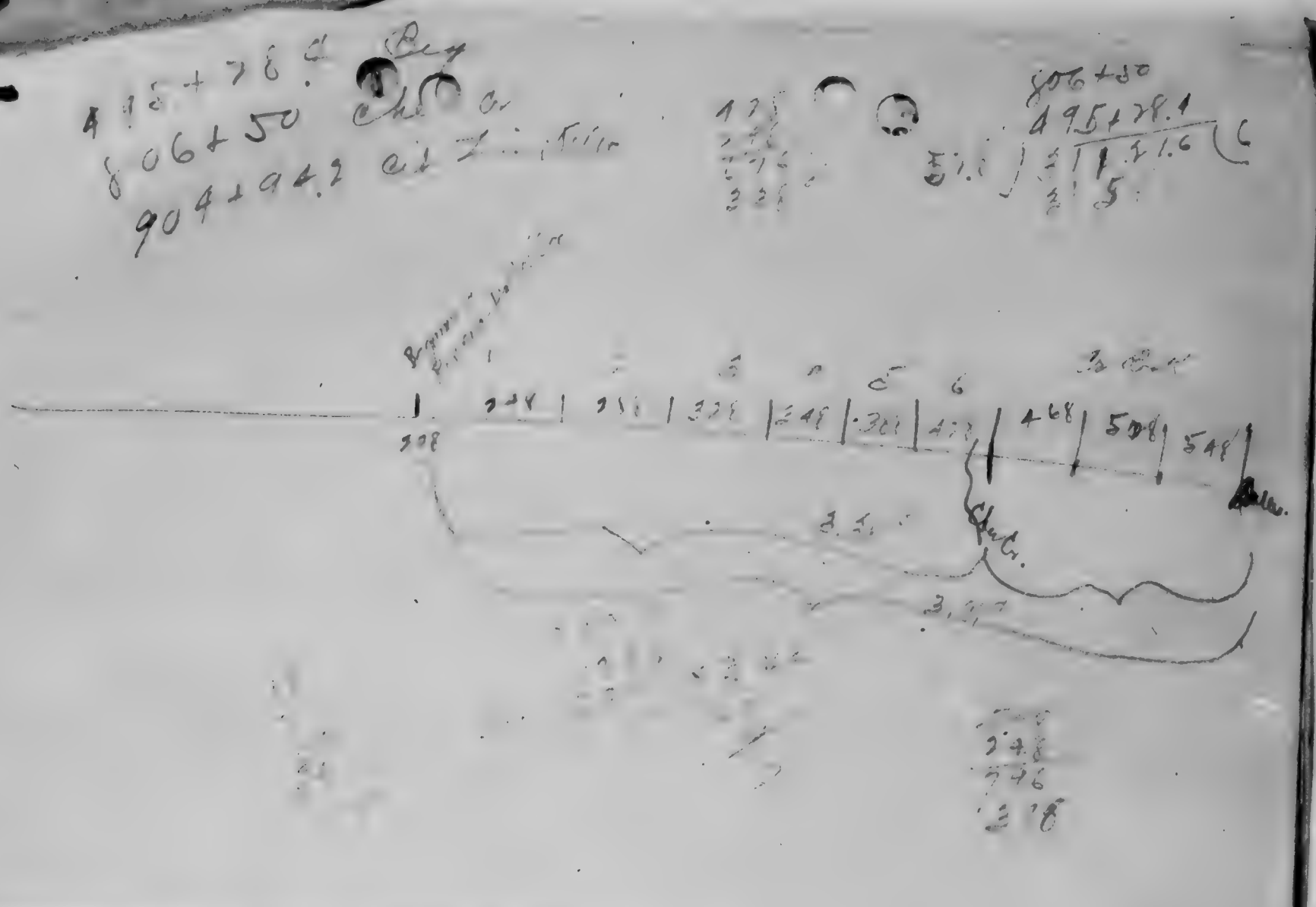
I have had a thorough exploration made of all the country along the river and toward the hills on this section, in the hopes of locating a cheap material in the way of gravel for placing as a filler and temporary surface on the talus subbase, but have been unable to find anything more desirable than the two slides of fine talus rock, one near Gooseberry Springs at sta. 755 and the other near the point where the force account rock was hauled onto the grade at sta. 635. The talus rock for the foundation will come from these same pits, material being selected in such a way as to leave all of the finer material for use on the top.

After examining the smaller talus rock, I am inclined to beleive that your first plan of using this in a light lift for temporary surfacing is correct. I was at first under the impression that it would not run uniformly small enough in size, but if the final surfacing is to follow closely I believe the material will answer. There is a question at the Gooseberry Springs pit as to the quantity of fine stuff in the bank but if the usual thickness of material between here and the base of the cliff rock obtains, we will find an ample amount. In an emergency crushed rock from the city crusher could be used to finish out the Dalles end and the difference in haul would about offset the added cost of rock. There is a certain amount of silt in the small talus rock which about fills up the voids, and I think it will help it to pack very readily.

The bottom course is figured for 8" thickness and 28' width. The top course of 5" thickness and same width. This width is probably extreme but its desirability for permanency seems to warrant carrying this cheaper material out full width while we have the shavel installed.

Haulage rates on the bottom rock are higher to allow for the expense of rubber over the large broken material and slowness of truck haul.

I beleive that the size of the job makes contract work desirable, and I know that there are two or three firms who are expecting it to be open for bid.



| This sand | | Standard sand | |
|---|---|---|---|
| using 11.8 % water | | using 10.0 % water | |
| 7 Days | 28 Days | 7 Days | 28 Days |
| 285 | | 290 | |
| 285 | | 285 | |
| 270 | | 300 | |
| 280 | | | |
| Average 293 | | | |

96.0 per cent of standard sand, 7 days.

per cent of standard sand, 28 days.

Remarks: This Sand is Suitable For use in above construction.

cc Office
U.S. Office Public Roads
H.C.Ingle
U.J.Gray

*Testing Engineer.*

12551—1M—8-20.

# Oregon State Highway Commission

## REPORT OF SAND TEST

F.A.Ore 86

Lab. No. 2654 | County Wasco

Field No. 158 | Place of collection Station 606

Sampled by U. R. Gray | To be used Cattle Pass Floor Slabs

Date reported Sept 21 1920 | Quantity represented

Job- Rowena - The Dalles

Report of Sieve Tests

Per cent retained on:

| No. 4 | No. 8 | No. 14 | No. 28 | No. 48 | No. 100 | Passing No. 100 |
|---|---|---|---|---|---|---|
| 2.8 | 8.2 | 10.2 | 74.7 | 92.8 | 99.2 | |

Retained on # 30 Screen 76.0%

Tensile Strength

1 cement : 3 sand

| This sand using 11.8 % water | | Standard sand using 10.6 % water | |
|---|---|---|---|
| 7 Days | 28 Days | 7 Days | 28 Days |
| 285 | | 290 | |
| 285 | | 285 | |
| 270 | | 300 | |
| 280 | | 292 | |
| Average | | | |

96.0 per cent of standard sand, 7 days.

..... per cent of standard sand, 28 days.

Remarks: This Sand is Suitable For use in above construction.

cc Office
U.S. Office Public Roads
H.O.Ingle
U.R.Gray

*Testing Engineer.*

September 1, 1920 NOTED H.N.

P. R. 34

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Inasmuch as there is a possibility of paving contracts being let this fall for the paving of the Bowens-The Dalles section of the Columbia River Highway it is not thought advisable to let contracts for crushed rock macadam. Instead it is thought advisable to cover the entire line with talus to thoroughly roll same and to fill the excess interstices in the talus rock with sand, gravel or other fine materials. It is thought that the gravel in the cut adjacent to Duttons Cattle Pass and also the sand pit on the Chenowith Creek road could be utilized for this purpose.

The object is to get down enough talus rock to make a base for a pavement and to finish same in such manner as to permit the traffic to use the road this winter. You will therefore, submit a detailed estimate for this work and we will probably have the contractor do this on a force account basis.

Yours truly,

Assistant Engineer.

CCK:LM

Copy for State Highway Department

B-1

August 20, 1920.

Mr. C. M. Purcell,
U. S. District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:-

Herewith are triplicate copies of proposed modified agreement to cover Oregon project No. 36, for the signature of the Highway Department. You will observe that these copies have already been signed by the Acting Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Chief Engineer.

Enclosures.
LEB-mt

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore .F .A .36 .

POST OFFICE BUILDING,
PORTLAND, OREG.

August 14, 1920.

State Highway Commission,
Salem,
Ore.

Dear Sirs:-

We return herewith four copies of voucher covering work done on Oregon Federal Aid Project No. 36 for the period from December 5th, 1919, to July 10th, 1920, for the reason that you have shown a greater quantity of solid rock excavation than appears on the agreement estimate. The agreement estimate, which was transmitted to you with our letter of March 20th, shows 9,880 cubic yards of solid rock. In our letter of May 18th we advised you that the amounts shown in the Project Agreement would be changed in accordance with revised estimate dated May 3d, 1920. This, however, was not done and on May 28th we sent you a copy of the Chief Engineer's letter dated May 22d, advising us that the revised estimate for this project had been recommended. We quote the last paragraph of the Chief Engineer's letter:

> "Two copies of the estimate upon which will be based the Project Agreement <u>as amended</u>, are attached hereto, superseding those transmitted with our letter of March 4".

The Project Agreement, as amended, has not yet been executed, and the original Project Agreement, showing a total estimated cost of

$76,958.64 and Federal Aid in the amount of $38,479.32, together with the agreement estimate upon which this is based, will be in effect until the amended Project Agreement referred to above has been executed.

Yours very truly,

District Engineer.

FORM

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. K. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

P&L
3-4

33PC - Special Provisions, Surfacing.
File 25.

The Dalles, Ore., Aug. 13, 1920.

RECEIVED
AUG 14 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Special Provisions covering the proposal for surfacing the Rowena-The Dalles Section should correspond in general to those of the Mosier-Rowena Section, recently advertised. I have a copy of the latter proposal before me, and I will note exceptions which I believe should be made, and certain clauses altered to apply on the Rowena-The Dalles Section.

In regard to width, I do not believe it is economical to use the twenty foot width of surfacing material throughout the project, as in a number of places the cross section between ditches is only that width. Surfacing material if spread to the edge of the ditch to a depth of six or eight inches will work down into the ditches and fill them, in addition to the waste of yardage. Inasmuch as over the entire section we have a rolled broken rock base, traffic which runs to the extreme edge of the road will have no difficulty in following on the rolled base. The eighteen foot width which I therefore recommend, would featheredge out to a width of twenty feet, which I believe to be ample.

Inasmuch as the section will probably be hardsurfaced within the next year or two, the narrower width of surfacing will not interfere to any extent with the building up of the gravel or rock shoulders at that time, and such shoulder work will be less apt to fill ditches if the narrower surface is used at this time.

The material used on this job shall be crushed rock. This rock is most economically available at a point 200 yards distant by easy road from Station 686+00. The source of supply is a large slide of basaltic boulders, running in sizes easily handled by regular plant equipment. The supply is nearly central on the project. The supply is amply sufficient for all work to be done. No other supply of suitable material is economically situated on this section. No supply of suitable gravel is found available, although rather extensive search has been made.

Rock shall be crushed to a maximum size of 1 1/2 inches.

It would be well to include under the clause concerning roads to quarries, their prospecting, developing etc., that all fencing necessary for protection of stock on adjacent land, the expense shall be borne by the contractor, and that the contractor shall bear any claims for damage by property owners other than actual charge for royalties borne by the State. This might all be embodied in an agreement between the property owner and the contractor.

It is planned to have all portions of the subgrade covered by a layer of 8" of sub base material of talus rock to a 20 foot width. Talus material laid to date has been hauled from steam shovel excavation and spread from wagons. Mr. Kelley's plan had been to complete this sub base by renting the shovel and hauling with State trucks from some suitable set-up. As the steam shovel has yet about two months of grading work to do we will be unable to carry out this plan. Our other recourse will be to include this under the surfacing contract on a basis of unit price for talus rock and payhaul miles, or on a cost plus basis.

There is yet to be laid about 143 stations of talus base involving approximately 7064 cubic yards. The sections yet requiring this are as follows:

Stas. 495+55 to 514+00
661+00 to 672+50
694+00 to 704+00

The source for this material would be about station 640.

Stas. 709+00 to 745+00
799+50 to 843+00
848+00 to 863+00
864+00 to 866+50
898+50 to 905+00

This material will come from about Station 754+00.

Balance of the grade is already covered with rock base.

Any provision made for placing this rock material should provide for spread to a uniform thickness and width and top finish.

The grading work on this section proceeds slowly and there is little prospect of finishing the grading before October 15th unless additional equipment is obtained by the contractor.

Grading is now completed on the section west from the quarry site, Stations 495+5[illegible]6+00, but finishing is proceeding slowly and there is talus base to place.

I do not think it advisable therefore to hurry the letting of the surfacing contract, unless it is understood by the grading contractor and surfacing contractor that there is to be no conflict in the matter of preparation of the subgrade.

Personally, I think the advertising should not be done for another two weeks or a month. In the meantime we are endeavoring to speed up the grading.

3PC - Special Provisions - 3.

The tracing for project map of this section was sent in with the map of the Mosier-Rowena surfacing section on July 12th. Should you need another, please let me know.

Respectfully yours,

H. C. Ingle.

H. C. Ingle,
Division Engineer.

HCI:kl
Encls.

5

July 31, 1920.

F.A. #36

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

It is contemplated that bids will be received in the near future for the surfacing of the Rowena-The Dalles Section of the Columbia River Highway. In as much as this is a Federal Aid Project it is desirable that we have the plans and specifications completed at as early a date as possible. We would request therefore that you give this matter your immediate attention and let us have the necessary special provisions and other bidding information at your earliest convenience.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ET

July 13, 1920
P. R. 36

Mr. M. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I note your letter of July 10th to Mr. A. D. Korn regarding the Rowena-The Dalles Section of the Columbia River Highway.

In this connection it is contemplated to rent Kibbe's shovel and spread the talus sub-base over the portions not now covered, and in these particular places it will not be necessary to make a sand paper finish.

The finishing can best be done in connection with the placing of the talus sub-base or immediately after the rock has been spread.

Yours truly,

Assistant Engineer.

CCE:LM

cc. Mr. A. D. Korn, Ft. of Mill St., Portland, Oregon.

h. July 20, 1920.

JUL 21 1920
HIGHWAY COMMISSION

Dear Sir:

You have been requested several times by the Resident Engineer, Mr. W. R. Grey, to start finishing work on the [illegible] The Dalles Section of the Columbia River Highway, Contract No. 206. As yet no effort has been made on your part to comply with these requests. It will now be necessary that the State Highway Department take some action toward the putting of this piece of work in shape for travel. You are hereby informed that unless your finishing crews are actively at work on or before the 15th of this month we will place our own forces on this work and bill you for this item of expense.

Your contract provides that existing traveled route shall be kept in proper shape for the use of the travelling public, or suitable detours provided, these detours to be kept up by you. You have failed to guard the interests of the public in this matter, not only during the time of your contract, but since the expiration of the time limit. You have also failed to provide suitable detour signs, as provided in your agreement. I wish to call these matters to your attention with the hope that you will take prompt action and avoid any misunderstanding in the matter.

We are desirous for one thing of having your grading in shape which will compare favorably with work on other contracts, as representatives of the Government are to inspect this work at an early date, and we are sorry to advise that your work is in the poorest condition of any of the work in this division.

Hoping to have your reply telling us of your early effort to get started at this,

Respectfully,

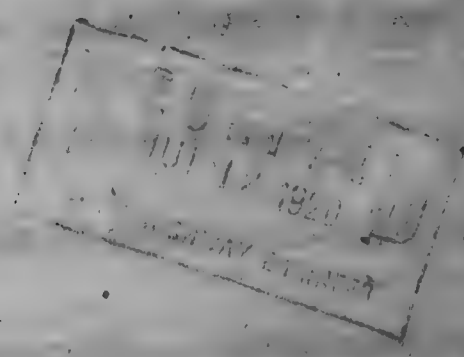
H. C. Ingle,
[illegible] Engineer

HCI:kl

C. C. to C. C. Kelley.

3PC - Finishing Work. The Dalles, Oregon, July 10, 1920.

Mr. A. D. Kern,
Foot of Mill St.,
Portland, Oregon.



Dear Sir:

You have been requested several times by the Resident Engineer, Mr. H. R. Grey, to start finishing work on the Deschutes-The Dalles Section of the Columbia River Highway, Contract No. 306. As yet no effort has been made on your part to comply with these requests. It will now be necessary that the State Highway Department take some action toward the putting of this piece of work in shape for travel. You are hereby informed that unless your finishing crews are actively at work on or before the 15th of this month we will place our own forces on this work and bill you for this item of expense.

Your contract provides that existing traveled roads shall be kept in proper shape for the use of the travelling public, or suitable detours provided, these detours to be kept up by you. You have failed to guard the interests of the public in this matter, not only during the time of your contract, but since the expiration of the time limit. You have also failed to provide suitable detour signs, as provided in your agreement. I wish to call these matters to your attention with the hope that you will take prompt action and avoid any misunderstanding in the matter.

We are desirous for one thing of having your grading in shape which will compare favorably with work on other contracts, as representatives of the Government are to inspect this work at an early date, and we are sorry to advise that your work is in the poorest condition of any of the work in this division.

Hoping to have your reply telling us of your early effort to get started at this,

Respectfully,

H. C. Ingle,
Division Engineer.

HCI:kl

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads, Oregon F.A. 36.

POST-OFFICE BUILDING
PORTLAND, OREGON
July 13, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are enclosing herewith one set of specifications for Oregon Federal Aid Project No. 36, approved by Sec'y Apr.21,1920.

Under separate cover we are sending one set of plans for the above named project.

Yours very truly,

(1 Enc.)

District Engineer,

RECOMMENDED FOR APPROVAL:

..... OREGON
CHIEF ENGINEER, BUREAU OF PUBLIC ROADS.

APPROVED: D. E. Wilson

Acting CHIEF, BUREAU OF PUBLIC ROADS.

# SPECIAL PROVISIONS

The following clauses are special provisions to be used supplementary to the Standard Specifications in connection with the grading of the Rowena-Dalles Section of the Columbia River Highway, in Wasco County, Oregon Federal Aid Project No. 36.

## TWO CLASSIFICATIONS OF EXCAVATED MATERIAL:

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting , and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock and othermaterial of a rock nature or otherwise, which in the opinion of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

## BRIDGES:

The short span reinforced concrete structure to be built at station 806 plus 40 shall be constructed in accordance with plans to be furnished by the State Highway Department and will be paid for at the unit prices bid for Class "A" Concrete, Metal Reinforcement, Concrete Handrail, and Excavation.

The Concrete Handrail shall be constructed in accordance with the standard plan attached hereto, and payment for same will be made upon the lineal foot basis. The price bid per lineal foot shall cover the construction complete of the finished handrail, including end posts.

## T. N. T. TO BE FURNISHED:

Trinitrotoluol, the explosive commonly known as T.N.T. will be furnished by the State Highway Commission to the Contractor at ten cents (10¢) per pound, F.O.B. Salem, Oregon.

Amounts due the State Highway Commission for T.N.T. furnished will be deducted from the monthly and final payments to the Contractor.

## PROTECTION OF RAILROAD, TELEGRAPH AND POWER LINES:

The contractor will be held responsible for any and all damage to railroad, telegraph and power lines, delays to trains, and injuries to persons, and for any and all damages that may be suffered or claimed on account of the operations of the contractor.

## PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination shall be made among citizens of the United States." (Section 6 of the Act of Congress approved Feb. 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year, ending June 30th, 1920 and for other Purposes"---Public No. 299, 65th Congress.

July 13, 1920

P. R. 36

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

In reply to your letter of June 14th regarding the type of structure to be built as a cattle pass on the Dutton property east of The Dalles, I show herewith a comparative estimate for the different types of constructions:

| | | |
|---|---|---|
| Class "A" Concrete, 43 cu. yds. | @$35.00 | $1505.00 |
| Reinf. Steel, 4000# | @ 0.10 | 400.00 |
| | | $1905.00 |
| Plus 10% Engineering | | 190.50 |
| | | $2095.50 |

Concrete slab and gravity type rubble masonry abutments:

| | | |
|---|---|---|
| Rubble Masonry, 67 cu. yds. | @ $12.00 | $ 804.00 |
| Class "A" Concrete, 10 cu. yds. | @ $35.00 | 350.00 |
| Reinf. Steel, 1000# | @ $ 0.10 | 100.00 |
| | | $1354.00 |
| Plus 10% Engineering | | 135.40 |
| | | $1489.40 |

Standard Timber Cattle Pass:

| | | |
|---|---|---|
| 6500 F.B.M. | @$100.00 | $ 650.00 |
| | | $ 650.00 |
| Plus 10% Engineering | | 65.00 |
| | | $ 715.00 |

The excavation will be the same in either case.

You will investigate the suitability of rock adjacent to this structure for use in the rubble masonry abutments and if the same is satisfactory and can be delivered to the site of the work at a reasonable cost, you will place the rubble masonry abutments with the concrete

MAP.

H. C. Ingle - #2 7-13-1920

slab as the plans recently sent you. If this should not be practicable arrange with the contractor to place a timber structure on a cost plus basis.

Yours truly,

HERBERT HOOVER,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

HERBERT NUNN
STATE HIGHWAY ENGINEER

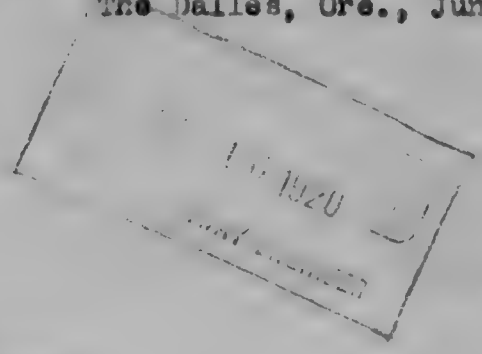
ASSISTANT ENGINEERS

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PC - Cattle Pass.

The Dalles, Ore., June 14, 1920.



Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Will you please let me know if any action was taken at the last meeting of the Commission toward the construction of the cattle pass for Dr. W. O. Dutton on the Rowena-The Dalles Section of the Columbia River Highway.

I understand that it was decided that this cattle pass be built by the State and the County billed for the expense afterward.

In this connection, please furnish me with copy of the minutes of the last meeting of the Commission as soon as available.

Respectfully yours,

C. C. KELLEY,
Division Engineer.

HCI:kl

By H. C. Ingle

State Highway Department

LTURE

ane 26, 1920.

AND, OREGON.

ate to cover

pouted. Enclosed

and certificate

and also one copy

onald,
ief of Bureau.

Road Management.

Yours very truly,

Assistant Office Engineer

JWDeM

6-25-20

by for State Highway Department

[illegible] 7'0 Corlum culvert which
[illegible] monly used for a cattle pass has

| | | |
|---|---|---|
| 4.3 C.Y. Cl. A Conc @ $35 | = | 150.50 |
| 4000# Reinf. steel @ $.10 | = | 400.00 |
| | | 190.50 |
| 10% Engineering | | 1.90.50 |
| Making the total cost | | $1095.50 |

A 7x9 Standard Timber cattle pass
contains 6000 FBM @ $75/M = $487.50
10% Eng. 48.10
Making a total cost of $535.75

By

[illegible] Assistant Office Engineer

6-25-20

No Bottom culvert which
monly used for a cattle pass has

43 C.Y. Cl. A Conc @35 = 1505.00
4000# Reinf. Steel @.10 = 400.00
+10% Engineering 190.50
Making the total cost - $2095.50

A 7x7 Standard Timber cattle pass
contains
6500 FBM @ 75.00/M = $487.50
+10% Eng. 48.75
Making a total cost of $535.25

JWDsMH

ssistant Office Engineer

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

June 26, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 36 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

leb-mlh.

JWD:MK

Assistant Office Engineer

Form P. R. I. 2

State Oregon

Project No. 56

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

---

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

By

J.W.Dalll

Assistant Office Engineer

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of June 1920,

by and between the State Highway Commission of Oregon

~~for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 3rd day of October 1919, a project statement, which was approved by the Secretary on the 12th day of January, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 21st day of April, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, four hundred and seventy-nine and 32/100

dollars ($38,479.32) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:



By

J. D. Hill

Assistant Office Engineer

Form 88

# OREGON STATE HIGHWAY DEPARTME



## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of Bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal aid offered.
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the Count..... of .....
By tax levy or bond issue authorized by act of.....(date and citation).

* (*c*) .....

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between O.W.R. & N. R. R. Station in Rowena and a point on the separate limits of The Dalles,

terminal points, a distance of 7.75 miles, known locally as the Columbia River Highway, Rowena-Dalles Section, Wasco County.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of thirty-eight thousand, four hundred and seventy-nine and 32/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of seventy-six thousand, nine hundred and fifty-eight and 64/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to

STRICKEN OUT

(Official depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county.) (Name.)

(Strike out if not appropriate.)

By

J.D.M.

Assistant Office Engineer

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of

Oregon (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth. to wit:

## RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 15, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 21st day of April, 19 20.

State Highway Commission of Oregon.
(Official title of Highway Department.)

By .....
(Title of officer.)

By S. Benson
Chairman, State Highway Commission.

[SEAL.]

By Ed E Kiddy.
Member, State Highway Commission.

By Chas. H. Moore
Member, State Highway Commission.

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

C. V. Marvin
Secretary of Agriculture.

J.W.D.:MM

Assistant Office Engineer

A

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between O. W. R. & N. R. R. Station in Rowena and a point on the corporate limits of The Dalles,

locally known as the Columbia River Highway, Rowena-Dalles Section, Wasco County, and designated in the records of this Department as Project No. 36, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $76,958.64 as the total estimated cost of said project, and the sum of $38,479.32 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 21st day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
*Secretary of Agriculture.*

Form 88

PR
36

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

**Section** Rowena – The Dalles **Date** May 15, 1920

**Week from** May 10 **to** May 15

**Highway** Columbia River **Job Prefixes** 33 PE 107.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

**County** Wasco

**Survey will be completed about** **Number in party** 1

**Camp location** The Dalles

**Mail address**

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

---

**MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT**

May 10 Went over line with Mr Morris Bureau Public Roads.
" 12 Re x sectioned borrow pit 681+25 - 684
" 13 " " " 697
Ran ℄ and grades 744 - 748+50
" 15 Staked water tunnel 694+12.
Steam shovel started work on 12th
cleaning up rock points etc left by the
team outfit.
Weather fine all week

RECEIVED
MAY 17 1920

NOTED
C. C. KELLEY

Signed Ulrich R. Grey

Title Res Eng

J.D.McM

Assistant Office Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE

REFER TO FILE No. Engineering - Post Roads, Oregon F.A. 36.

POST-OFFICE BUILDING
PORTLAND, OREGON
May 11, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are today forwarding to the Director with our recommendation for approval revised estimate dated May 3, 1920, for Oregon Federal Aid Project No. 36.

Yours very truly,

J. D. Mermott

Acting District Engineer,

MSP
gjm

J.D.McM

Assistant Office Engineer

May 7, 1920.
File: P.R. No. 36

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Reference is made to the Rowena-Dalles Section, Oregon Federal Aid Project No. 36. We have submitted a revised estimate as basis for the Project Agreement to the Government, in accordance with the revised classification sent this office. These quantities are as follows:

| | | |
|---|---|---|
| Clearing and Grubbing | All Required | |
| Common Excavation | 33,690 | Cu. Yds. |
| Solid Rock Excavation | 28,270 | " |
| Overhaul | 33,000 | Stn. Yds. |
| 12" Culvert Pipe | 1,578 | Lin. Ft. |
| 6" Porous Drain Tile | 200 | " |
| Class "A" Concrete | 38.52 | Cu.Yds. |
| Class "C" Concrete | 35 | " |
| Metal Reinforcement | 15,024 | Lbs. |
| Rubble Masonry | 360 | Cu. Yds. |
| Catch Basins | 2 | Only |
| Handrail, Concrete | 136 | Lin. Ft. |

In addition to these amounts, work done prior to the date of approval of the project should be shown Our records indicate that these quantities are as follows:

| | | |
|---|---|---|
| Common Excavation | 97.8 | Cu. Yds. |
| Solid Rock Excavation | 118.6 | " |
| 12" Culvert Pipe | 165 | Lin. Ft. |
| Class "A" Concrete | 111.48 | Cu. Yds. |
| Class "C" Concrete | 4 | " |
| Metal Reinforcement | 4,526 | Lbs. |

The total of the amounts shown on both tabulations should be used on the monthly quantity summary sheets as the preliminary estimate.

Very truly yours,

H. ROBERT NUNN,
State Highway Engineer,

By

J.D.M.M. Assistant Office Engineer

May 6, 1920

File P. R. 36

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of revised estimate as a basis for project agreement on the Rowena-The Dalles Section, Oregon Federal Aid Project No. 36, in the amount of $98,401.38. Since the contract was awarded on this work and previous estimate was sent you, it has developed that the classification previously figured on was entirely too low. This estimate has been prepared in accordance with the latest revised classification indicated by the work. We wou d much appreciate having this revised classification accepted in order that the State may secure full Federal Aid on the increased amount.

Yours very truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Office Engineer.

JWDeS:LM

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO. 36

ROWENA-DALLES SECTION OF THE COLUMBIA RIVER

HIGHWAY IN WASCO COUNTY

(Revised Estimate as Basis for the Project Agreement)

Revision of May 3, 1920

| Quantity | | Item | Unit Price | Amount |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | Lump Sum | $ 500.00 |
| 33,690 | Cu. Yds. | Common Excavation | $ .74 | 24,930.60 |
| 28,270 | " | Solid Rock Excavation | 1.80 | 50,886.00 |
| 33,000 | Sta. Yds. | Overhaul | .05 | 1,650.00 |
| 1,578 | Lin. Ft. | 12" Culvert Pipe | 1.70 | 2,682.60 |
| 200 | " | 6" Porous Drain Tile | .30 | 60.00 |
| 38.52 | Cu. Yds. | Class "A" Concrete | 35.00 | 1,348.30 |
| 35 | " | Class "C" Concrete | 30.00 | 1,050.00 |
| 15,024 | Lbs. | Metal Reinforcement | .10 | 1,502.40 |
| 360 | Cu. Yds. | Rubble Masonry | 12.00 | 4,320.00 |
| 2 | Only | Catch Basins | 25.00 | 50.00 |
| 136 | Lin. Ft. | Handrail, Concrete | 3.50 | 476.00 |
| | | Sub-total | | $ 89,455.80 |
| | | 10% Engr. & Contg. | | 8,945.58 |
| | | Total | | $ 98,401.38 |

Length - 7.75 Miles
Cost per Mile $12,696.95

| | |
|---|---|
| State Funds Available | $49,200.69 |
| Federal Aid Requested | 49,200.69 |
| | $98,401.38 |

Signed:

Jno. DeLuza
Asst. Highway Engineer

JD

FORM 4 5M-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. [illegible]OOTH, EUGENE
E[illegible] KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

P.R. #36

33PC - Preliminary Estimate.

The Dalles, Ore., May 1, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Rimrock - Deschutes

Please refer to my letter of April 19th, and your reply, File PR36, of April 21st, regarding the classification of excavation quantities on Federal Aid Project No. 36. Below is a summary of this work showing classification of quantities which will conform very closely to the final estimate on this job.

| Mile | Yards Common | Yards Hard Rock | Station |
|---|---|---|---|
| | | | 495 28.4 |
| 1 | 2644 | | 548 08.4 |
| 2 | 4227 | 1453 | 600 88.4 |
| 3 | 1550 | 7922 | 653 68.4 |
| 4 | 6115 | 3417 | 706 48.4 |
| 5 | 7421 | 6305 | 759 28.4 |
| 6 | 9252 | 6033 | 812 08.4 |
| 7 | 2579 | 435 | 865 38.4 |
| 8 | | 2827 | 3/4 Mile |
| Total | 33788 | 28392 | |
| | | 33788 | |
| | | 62180 | |

Noted Gone
Rec. ck pay May 3, 1920.

RECEIVED
MAY 3 1920

Respectfully,

C. C. Kelley

C. C. Kelley,
Division Engineer.

CCK:kl

April 21, 1290.

File: P.R.No. 36

Mr. C.C.Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We have your letter of April 19th, with regard to classification of excavation quantities as shown in our Federal Aid plans and estimates for the work between Rowena and The Dalles. Not having the original data upon which our classification estimates for this work were based, we are unable to discover why this discrepancy in classification of quantities exists. Apparently, however, it is due to some oversight in this office.

We believe that it would be desirable to submit a revised estimate to the Bureau of Public Roads to be used as a basis for the Project Agreement, in order that we may secure as much of the Federal money as possible. We would be pleased therefore, to have you go over this work with a view to estimating as nearly as possible the classification upon which final payment will be made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer

SHP-KM

UUR:KI

FORM 4 10M-11-19

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

33PC - Preliminary Estimate.

The Dalles, Ore., April 19, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am in receipt of your letter of April 5th, File P.R. No. 36, in which you enclose a revised quantity summary sheet showing the estimate of quantities submitted to the Bureau of Public Roads on the Project Plans for this improvement.

I have accordingly made the changes suggested in your letter, but am unable to determine how you arrived at the quantities in this estimate. The yardage checks very closely with the plans as submitted from the field, but am unable to check the classifications. On Miles 7 and 8 there is no solid rock shown.

The original classification, as turned in by Mr. Scott, showed 41,500 cubic yards of Common, and 17,000 cubic yards of solid rock, which was the basis upon which the contract was let. I later classified the work, making 32,000 yards of Common, and 26,500 cubic yards of Solid Rock, and at the time the contracts were let requested that $10,070.00 be set aside to cover this increase in classification. It now appears that the total estimate as submitted to the Government is $75,007.30, and there is bound to be a large overrun in this estimate unless same is corrected.

Please advise if you wish to consider a revised classification on this work which will be more nearly in conformity to the final estimate that will be rendered on this job.

ANSWERED
S.H Probert

Respectfully,

C. C. Kelley,
Division Engineer.

CCK:kl

NOTES
H.N.

PR
36

February 18, 1920

Subject: Between Mosier and
The Dalles, Columbia River Hwy.

Mr. C. C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Mr. Nunn advised the Commission that there was a scenic spot on the Columbia River Highway between Mosier and The Dalles, at I think, on the east end of the tunnel.

Mr. Benson became quite interested and it is possible that he may make arrangements to secure the same for park purposes.

Would you please, then, prepare a map showing this tract and prepare a description of the same so that we may take the matter up further.

Respectfully yours,

Secretary.

RAK:LM

Acting District Engineer.

Hall

NOTED
H.N.

PR 36

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE

REFER TO FILE No.

Engineering - Post Roads.
Oregon F.A. 36.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 13, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The following is quoted for your information from an inspection report of Oregon Federal Aid Project No. 36:-

"The local representatives of the State Highway Department have planned a change of grade between Stations 744 and 757, raising the grade about five feet at Sta. 749. This change is a decided betterment and is fully approved, in fact this change had already been noted on our plans and would have been urged by this office had it not already been made (on paper) at the time of the inspection. Another desirable change of alignment and grade has been made at Sta. 680 to 687. These changes with a few very slight changes at other places have eliminated all reasonable criticism of the grade and alignment on this project."

Mr. Kelly, your District Engineer, reported that sand for the bridge over Chenoweth Creek had been tested. We were unable to find a copy of the test report in our files and called Dr. Lezell. His records show that two tests were made, one with a sand which gave a strength ratio of 80% at 7 days and 104 in 28 days, another that fell far below requirements. Mr. Kelly stated that the sand which tested highest was being used. We would suggest that additional samples be tested in advance for the other structures on this project and on the other adjacent projects.

C. L. McKesson,
Acting District Engineer.

#2--Oregon,S.H.C.

No reports of any cement tests on this project are to be found in our files. Please have cement tests made and copies of the reports forwarded to us.

Some unscreened culvert headwall material was observed on the project and Mr. Kelly properly cautioned the resident engineer to have it screened before use.

Please urge all your engineers in the field to have material sampled in time to permit testing before use, and to reject all unsuitable materials.

Yours very truly,

C. L. McKesson
Acting District Engineer.

Yours very truly,
C. L. McKesson,
Acting District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No. 1

February 13, 1920

Engineering - Post Roads.
Oregon F.A. 36.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The following is quoted for your information from an inspection report of Oregon Federal Aid Project No. 36:-

"The local representatives of the State Highway Department have planned a change of grade between Stations 744 and 757, raising the grade about five feet at Sta. 749. This change is a decided betterment and is fully approved, in fact this change had already been noted in our plans and would have been urged by this office had it not already been made (on paper) at the time of the inspection. Another desirable change of alignment and grade has been made at Sta. 680 and 687. These changes with a few very slight changes at other places have eliminated all reasonable criticism of the grade and alignment on this project."

Mr. Kelley, your District Engineer, reported that sand for the bridge over Chenoweth Creek had been tested. We were unable to find a copy of the test report in our files and called Dr. Lazell. His records show that two tests were made, one with a sand which gave a strength ratio of 80% at 7 days and 104 in 28 days, another that fell far below requirements. Mr. Kelley stated that the sand which tested highest was being used. We would suggest that additional samples be tested in advance for the other structures on this project and on the other adjacent projects. No reports of any cement tests on this project are to be found in our files. Please have cement tests made and copies of the reports forwarded to us.

Some unscreened culvert headwall material was observed on the project and Mr. Kelley properly cautioned the resident engineer to have it screened before use.

Please urge all your engineers in the field to have material sampled in time to permit testing before use, and to reject all unsuitable materials.

Yours very truly,
C. L. McKesson,
Acting District Engineer.

PR 36

3PG - Order for Extra Work.

The Dalles, Ore., Feb. 9, 1920.

Mr. W. J. Scott, Res. Engr.,
State Highway Department,
Hood River, Oregon.

Dear Sir:

I note Mr. Grey's Form 24, order for extra work of driving a seventy foot water tunnel at Sta. 694 plus 40 on the Mosena-The Dalles Section of the Columbia River Highway, involving an expenditure of some $[illegible].00.

This is an item which should have been anticipated while the estimates were in progress of compilation, and is brought to your attention so that you will be able to make a special effort in the future to look over the work in such detail as to not omit items of this magnitude.

There has been no appropriation made for this work, as it has not been covered in our estimates, and can only be handled at this time as an over-run on the estimate, and this is the very thing which we wish to avoid in the future.

Yours truly,

RECEIVED
FEB 10 1920

C. C. Kelley,
Division Engineer.

CCK:kl

cc to Mr. Nunn.
cc to Mr. Grey.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads.
Oregon F.A. 36.

POST-OFFICE BUILDING
PORTLAND, OREGON
January 29, 1920

State Highway Commission
Salem,
Oregon.

Gentlemen:

We are today forwarding to the Director, with our recommendation for approval, plans, special provisions and estimate covering Oregon Federal Aid Project No. 36. Our recommendation is dated December 5, 1919.

We enclose a copy of the detail estimate which we have prepared eliminating the quantities of work performed prior to the date of recommendation.

Yours very truly,

C L McKesson
Acting District Engineer,

(Enclosure)

COPY OF DETAIL ESTIMATE UPON WHICH

PROJECT AGREEMENT IS TO BE BASED

FOR

OREGON PROJECT NO. 36.

| QUANTITIES | | ITEM. | UNIT PRICE | AMOUNT. |
|---|---|---|---|---|
| All required | | Clearing & Grubbing | Lump Sum | $ 500.00 |
| 52,080 | Cu. Yds | Common Excavation | .74 | 38,539.20 |
| 9,880 | " " | Solid Rock Excavation | 1.80 | 17,784.00 |
| 33,000 | Sta.Yds. | Overhaul | .05 | 1,650.00 |
| 1,578 | Lin. Ft. | 12" Culvert Pipe | 1.70 | 2,682.60 |
| 200 | " " | 6" Porous Drain Tile | .30 | 60.00 |
| 38.52 | Cu. Yds. | Class "A" Concrete | 35.00 | 1,348.20 |
| 35 | " " | Class "C" Concrete | 30.00 | 1,050.00 |
| 15,024 | Lbs. | Metal Reinforcement | .10 | 1,502.40 |
| 360 | Cu. Yds. | Rubble Masonry | 12.00 | 4,320.00 |
| 2 | Only | Catch Basins | 25.00 | 50.00 |
| 136 | Lin. Ft. | Handrail, Concrete | 3.50 | 476.00 |
| | | | Sub Total, . . . . . | $ 69,962.40 |
| | | | 10% Engineering and Contingencies, . . . . | 6,996.24 |
| | | | Total, . . . . . | $ 76,958.64 |

Length 7.75 miles
Cost per mile $9,930.15
F.A.Requested $38,479.32

36

January 14, 1920

File:Project No. 36

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:.

We are enclosing herewith tabulation showing the amount of work done to the date of approval, December 5th, 1919, on the Mosier-Rowena Section, Oregon Federal Aid Project No. 36.

You will note that the quantities shown thereon are the same as the monthly estimate to December 15th, 1919. This is occasioned by the fact that owing to the inclement weather, no work was done between December 5th and 15th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Po Office Engineer.

JWD-EM

MOSIER-ROWENA SECTION - OREGON POST ROAD PROJECT

NO. 36

Statement of work done to approval of Project Dec. 5th, 1919

---- o ----

| | | | | | |
|---|---|---|---|---|---|
| 97.8 | Cu. Yds. | Common Excavation | @ | $.74 | 72.37 |
| 118.5 | " | Solid Rock Excavation | | 1.80 | 213.30 |
| 165 | Lin. Ft. | 12" Culvert Pipe | | 1.70 | 280.60 |
| 111.48 | Cu."Yds | Class "A" Concrete | | 35.00 | 3,901.80 |
| 4 | " | Class "C" Concrete | | 30.00 | 120.00 |
| 4,526 | Lbs. | Metal Reinforcement | | .10 | 452.60 |
| | | Total | | | $ 5,040.57 |

Copy for State Highway Department

Oregon

OREGON STATE HIGHWAY COMMISSION

B-1

January 12, 1920.

Mr. C. E. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On January 12, 1920, the Secretary of Agriculture approved Oregon project statement No. 36, involving the improvement of 7.76 miles of the Columbia River Highway in Wasco County at an estimated cost of $101,557.50, and on which Federal aid is requested to the extent of fifty per cent.

Very truly yours,

Chief Engineer.

leb-lhs

RECEIVED
JAN 19 1920

FORM 4 10M-8-19

B. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

PR #36

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

JAN 9 - 1920 The Dalles

Jan 7 1920

Mr Herbert Nunn
State Highway Engineer
Salem, Ore.

ATTENTION Mr Probert

Dear Sir,

In compliance with your request of recent date, I beg to submit herewith an estimate of work done on Mosier-Rowena contract up to Dec.5 1919.

You will notice that it comes very close to the contractors estimate which is taken to the 15th. The reason for this being that the storm broke about that time, and there was very little work done between these dates, and no work done at all on the Rowena-The Dalles contract, so that the contractors estimate sent in for that month will be the same for The Bureau of Public Roads.

Respectfully yours

Ulrich R. Grey
Res. Eng.

P.R # 36

December 20, 1919.

Mr. Ulric E. Grey,
520 E. 3rd Street,
The Dalles, Oregon.

Dear Sir:

We are advised by the Bureau of Public Roads that their approval of the Rowena-The Dalles Section will date from December 5th. It is therefore necessary that we have an estimate of all work done prior to that date as the Federal Government will not cooperate upon any work done before the date of approval by the District office.

Kindly submit this detailed estimate at the earliest possible date in order that there may be no delay in drawing up the project agreement with the Government authorities.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

HHP:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 36.

December 27, 1919.

RECEIVED
DEC 31 1919

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The following plans for Oregon Federal Aid Project No. 36 have been reviewed:

Plans for the Big Eddy overcrossing and for the viaduct over Three Mile Creek meet with the approval of this office.

On the plan for the Dillon overcrossing, Sheet #3, the bending diagram for the "C" bars should show the center portion of the bar as 17' 6", instead of 15' 8", in order to properly take care of bending moment, otherwise, the plans for this structure meet with our approval.

Your attention is called, however, to the spelling of the word "schedule" in the general notes.

While the general plans for this project have not as yet been submitted, your attention is called to the fact that when submitting plans that three additional sets of plans for these structures should be included, with the exception of Sheet 3, on the Dillon crossing which will require four prints.

Yours very truly,

G. L. McKinney
Acting District Engineer,

Noted
S.A.R.

BR#36

December 2, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today submitting for your approval the project plans for Federal Aid Project No. 36 covering the grading of the Rowena-Dalles Section of the Columbia River Highway in Wasco County. The detailed estimate to be used as a basis for the Project Agreement and the Special Provisions to be used supplementary to our Standard Specifications are enclosed herewith. The estimate includes in addition to the grading estimates, quantities covering the construction of a reinforced concrete bridge over Chenowith creek, plans for which structure have already been submitted.

Very truly yours,

HERBERT HOWELL,
State Highway Engineer,

By

Office Engineer.

Noted gmc

SHP-FH

OREGON STATE HIGHWAY DEPARTMENT  OREGON FEDERAL AID PROJECT NO. #6

**Detailed Estimate to be Used as Basis for Project Agreement.**

(Based on Contract Prices)

**GRADING, ROSENA-DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY**

Salem, Oregon, December 1st, 1919

| Quantities | | Items | Unit Price | Amount |
|---|---|---|---|---|
| All Required | | Clearing & Grubbing | | $ 500.00 |
| 52,180 | Cu. Yds. | Common Excavation | .74 | 38,613.20 |
| 10,000 | " | Solid Rock Excavation | 1.80 | 18,000.00 |
| 33,000 | Yd. Stn. | Overhaul | .05 | 1,650.00 |
| 1,743 | Lin. Ft. | 12" Culvert Pipe | 1.70 | 2,963.10 |
| 200 | " | 6" Porous Drain Tile | .30 | 60.00 |
| 150 | Cu. Yds. | Class "A" Concrete | 35.00 | 5,250.00 |
| 39 | " | Class "C" Concrete | 30.00 | 1,170.00 |
| 19,550 | Lbs. | Metal Reinforcement | .10 | 1,955.00 |
| 360 | Cu. Yds. | Rubble Masonry | 12.00 | 4,320.00 |
| 2 | Only | Catch Basins | 25.00 | 50.00 |
| 136 | Lin. Ft. | Concrete Hand Rail | 3.50 | 476.00 |
| | | Sub-total | | $ 75,007.20 |
| | | 10% Eng. & Cont. | | 7,500.72 |
| | | Total | | $ 82,507.92 |

Length of Project 7.75 Miles
Estimated Cost per Mile $10,646.18
Federal Aid Requested $41,253.96
State Funds Available 41,253.96
Total $82,507.92

Signed

S. H. Trobert

Office Engineer.

# S P E C I A L  P R O V I S I O N S

The following clauses are special provisions to be used supplementary to the Standard Specifications in connection with the grading of the Rowena-Dalles Section of the Columbia River Highway, in Wasco County, Oregon Federal Aid Project No. 36.

## TWO CLASSIFICATIONS OF EXCAVATED MATERIAL:

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock and othermaterial of a rock nature or otherwise, which in the opinion of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

## BRIDGES:

The short span reinforced concrete structure to be built at station 806 plus 40 shall be constructed in accordance with plans to be furnished by the State Highway Department and will be paid for at the unit prices bid for Class "A" Concrete, Metal Reinforcement, Concrete Handrail, and Excavation.

The Concrete Handrail shall be constructed in accordance with the standard plan attached hereto, and payment for same will be made upon the lineal foot basis. The price bid per lineal foot shall cover the construction complete of the finished handrail, including end posts.

## T. N. T. TO BE FURNISHED:

Trinitrotoluol, the explosive commonly known as T.N.T. will be furnished by the State Highway Commission to the Contractor at ten cents (10¢) per pound, F.O.B. Salem, Oregon.

Amounts due the State Highway Commission for T.N.T. furnished will be deducted from the monthly and final payments to the Contractor.

## PROTECTION OF RAILROAD, TELEGRAPH AND POWER LINES:

The contractor will be held responsible for any and all damage to railroad, telegraph and power lines, delays to trains, and injuries to persons, and for any and all damages that may be suffered or claimed on account of the operations of the contractor.

## PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination shall be made among citizens of the United States." (Section 6 of the Act of Congress approved Feb. 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year, ending June 30th, 1920 and for other Purposes"---Public No. 299, 65th Congress.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1.

In your reply please
refer to file No. _____
481 - Oregon 36

Postoffice Building,
Portland, Oregon.

October 31, 1919.

State Highway Commission,
Salem, Oregon

Gentlemen:

We hereby acknowledge receipt of triplicate copies of Project Statement and supporting papers for proposed Federal Aid post road project in Wasco County, between Dalles and Rowena known as Dalles-Rowena Sec. of Columbia River Highway.

We have given this project our number 36.

Very truly yours,

C. P. Rucker

District Engineer.

NOV 1919

State Oregon

Project No. 36
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

# PROJECT STATEMENT

## AS REQUIRED BY

# FEDERAL AID ROAD ACT

## APPROVED JULY 11, 1916

(Date) October 3, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175 Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Rowena-Dalles Section of Columbia River Highway
2. Located between Rowena and The Dalles County of Wasco
3. Points of beginning and ending Begins at end of F. A. Project No. 36 in Rowena. Ends at City Limits of The Dalles
4. Length in miles (gross) 7.76 (net) 7.76

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

star route None;

5. Miles of project used as rural route None; miles over which there is a reasonable prospect that a mail route will be established None; miles over which there is no reasonable prospect shown that a mail route will be established 7.76, which is 100% per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Is a part of one of the most important State Highways. Is a link in a through highway all of which is either already improved or under contract

11. Improved roads adjacent or contiguous and type of each Connects on West end with F. A. Project No. 36. Connects at East end with street in The Dalles which will be

(Give distinguishing marks to identify on sketch map)

paved under bond issue already voted.

12. Through traffic, approximate average daily number of (a) trucks 6, (b) passenger motor vehicles 100, and (c) horse drawn vehicles 10

13. Local traffic, approximate average daily number of (a) trucks 4, (b) passenger motor vehicles 20, and (c) horse drawn vehicles 40

14. Description and present condition of traveled way Heavy grades and poor alignment

15. Proposed width of surfacing ....; feet between ditches 20; approximate maximum gradient 6 per cent.

16. Proposed type of construction Standard grades and alignment

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Rock and gravel available at several points along route of project

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State

(State or (and) County)

20. Amount of funds which ~~are~~ will be available for construction: (a) State $50,778.75 and such additional funds as may be required to complete project

(Amount) (Source; refer to statute)

(b) County None

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

(State or (and) County)

from the following sources:

## RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4).....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project. Oregon Standard Form of Contract and Contractor's Bond will be used.

25. Reconnaissance estimate of [illegible] of [illegible]ect:

Made by..... Date October 3, 1919, 191 .

| Approximate Quantity. | Unit. | Item. | Price. | | Amount. | |
|---|---|---|---|---|---|---|
| | Cu. yds. | Excavation, % Rock | | | | |
| | Sq. yds. | Surfacing of | | | | |
| All Required | | Clearing & Grubbing | | | 500 | 00 |
| 26,500 | Cu. Yd. | Common Excavation | | 74 | 19,610 | 00 |
| 32,000 | " | Solid Rock Excavation | 1 | 80 | 57,600 | 00 |
| 7,000 | Yd. Sta. | Overhaul | | 05 | 350 | 00 |
| 1,800 | Lin. Ft. | 12" Culvert Pipe | 1 | 70 | 3,060. | 00 |
| | | Structures of 20' span or under | | | | |
| | | Structures over 20' span | | | | |
| | | Other items | | | | |
| 300 | Lin. Ft. | 6" Porous Drain Tile | | 30 | 60 | 00 |
| 120 | Cu. Yds. | Class "A" Concrete | 35. | 00 | 4,200 | 00 |
| 50 | " | Class "C" Concrete | 30 | 00 | 1,500 | 00 |
| 9,000 | Lbs. | Metal Reinforcement | | 10 | 200 | 00 |
| 2 | Only | Catch Basins | 25 | 00 | 50 | 00 |
| 360 | Cu. Yds. | Rubble Masonry | 12 | 00 | 4,320 | 00 |
| 50 | Lin. Ft. | Concrete Handrail | 3 | 50 | 175 | 00 |

Length, 7.76 miles.
Cost, $ 13,087.30 per mile.

| | | |
|---|---|---|
| Subtotal, | 92,325 | 00 |
| 10% Engineering and Contingencies, | 9,232 | 50 |
| Total | 101,557 | 50 |

This estimate approved by:

Robt. S. Klein

Asst State Highway Engineer

26. Amount of Federal aid desired 50,778.75
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses. as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks Surfacing:- This project statement has not been drawn to cover surfacing due to the fact that definite plans for the surfacing of this project have not yet been formulated. The State Highway Commission, however, contemplates the paving of the entire project during the 1930 season.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]
Chairman
(Title of officer)

By [signature]
Commissioner
(Title of officer)

By [signature]
Commissioner
(Title of officer)

VIGNOLA
PALAZZO FARNESE

JASCO COUNTY

B.R.#34

October 30, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are herewith submitting for your consideration the enclosed Project Statements covering the grading of The Dalles-Bowman Section of the Columbia River Highway in Wasco County, to which we have assigned the No. 36, subject to your approval. We do not wish to consider these Statements as being formally submitted at this time, as the State Highway Commission, at its meeting on November 4th may see fit to order this Project paid for from State funds without Federal Aid.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP-HM

CONTRACT #207,208

PR 29 Remote-Camas Valley 1919-1920

207, 208

September 7, 1922.

Mr. H. S. Ross,
600 Wasco Street,
Portland, Oregon.

Dear Sir:

On September first we forwarded to you a mortgage deed on your property which was deposited with us as security on the John Humpshire contracts between Remote and Camas Valley.

This was sent to you under registered letter and has now been returned with a notation that you were not in during delivery hours. We will continue to hold this subject to your instructions as we would like to deliver it under registered mail so that we may be sure that it is received by you.

Very truly yours,

Secretary.

RAK LC

PR
27

August 16,1928

Mrs. L. F. Dumm,
Clerk of Coos County,
Coquille, Oregon.

Dear Sir:

This will acknowledge receipt of your remittance of August 11th in the amount of $30,000.00 being balance on Remote-Camas Valley Section of Roseburg-Coos Bay Highway, John Hampshire Contract # 307.

Thanking you for your attention to this matter, we are

Very truly yours,

KMH:HP

OREGON STATE HIGHWAY COMMISSION

BY

Secretary.

PR.

August 16,1922

Mr. I. F. Booth,
Clerk of Coos County,
Coquille, Oregon.

Dear Sir:

This will acknowledge receipt of your remittance of August 11th in the amount of $29,360.92 being balance on Remote-Camas Valley Section of Roseburg-Coos Bay Highway, John Hampshire Contract # 207.

Thanking you for your attention to this matter, we are

Very truly yours,

EEM:MP

OREGON STATE HIGHWAY COMMISSION

BY

Secretary.

# COOS COUNTY

OFFICE OF
COUNTY CLERK

COQUILLE, OREGON

August 11, 1922.

Oregon State Highway Commission,

Salem, Oregon.

Roy A.Klein, Secretary.

Dear Sir:

Find inclosed checks on the various banks of Coos County in the sum of $39,360.92, the same being balance due on Hampshire Contract #207, Camas Valley-Remote Section of the Roseburg-Coos Bay Highway; in lieu of Warrant #293 Q.

| | | |
|---|---|---|
| Bank of S.W.Oregon, | Marshfield, | $6860.92 |
| First National of C.B. | " | 6845.00 |
| First National of N.B. | North Bend, | 6845.00 |
| Coos Bay National | Marshfield, | 3420.00 |
| Bank of Bandon, | Bandon, | 3420.00 |
| First National of Coq. | Coquille, | 3920.00 |
| Bank of Myrtle Point, | Myrtle Point, | 2920.00 |
| Farmers & Merchants, | Coquille, | 2220.00 |
| Security Bank, | Myrtle Point, | 1710.00 |
| First National of Bandon, | Bandon, | 1200.00 |
| | | $39,360.92. |

Very respectfully yours,

I.F.Bunch, County Clerk,

By [signature] Deputy.

March 8, 1922

John Hampshire,
Grants Pass, Ore.

Dear Sir:

This is to acknowledge your letter of the 6th in which you request the return of stock certificates No. 7 and 12, covering 50 shares of Twohy Brothers stock, also war saving stamps and liberty bonds which were given by you in connection with your contract for the construction of Units No. 1 and 2, the Remote-Camas Valley Section of the Coos Bay Highway.

These securities you will recall were placed with the Highway Commission in lieu of the surety bond which you would otherwise have been required to furnish. Under the laws of this state a bond given in connection with highway construction work is subject to attack by any person having furnished labor or material, or by any one else having a just claim against the contractor in conjunction with his contract for a period of one year after the job has been completed and accepted.

In view of this fact I do not believe the Commission would be authorized to release these securities unless some other form of indemnity were provided.

Where surety bonds are furnished they are in force and effect for a year after the job has been finaled and accepted; therefore, in view of these conditions and facts I cannot advise the Commission to release the securities.

Yours very truly,

JMD:AAP

Assistant Attorney General.

# JOHN HAMPSHIRE
CONTRACTOR

REPLY TO Grants Pass, Oregon,

March 6, 1922.

Mr. J. M. Devers,
Assistant to the Attorney General,
Salem, Oregon.

My dear Sir:

May we ask you at this time for the return of stock certificates #7 and #12, 50 shares of Twohy Brothers Company stock; war savings stamps, maturity value of $1000.00; and Liberty Bonds, face value of $3200.00.

As very likely you are aware, we have signed release and received final estimate covering units 1 and 2 of the Remote-Camas Valley section of the Coos Bay-Douglas highway contract.

Very truly yours,

JH:FIA

February 27, 1922.

Mr. John Hampshire,
Grants Pass, Oregon.

PR #29

Dear Sir:

We have your letter of February 25th requesting that you be supplied with copies of the estimate vouchers covering final payment to you under your contracts for the grading of Units 1 and 2 of the Remote-Camas Valley Section.

Copies of these estimate vouchers will go forward to you either late this afternoon or tomorrow.

You will note that the amount allowed you under these vouchers is approximately $790.00 less than the amounts stated as being due you in our letter written to you some days ago. This discrepancy is occasioned by the fact that when the final vouchers were prepared and checked, it was found that deductions to this amount which should have been made from your estimates some months ago had been overlooked. These deductions cover truck rental and other charges from our Equipment Department, and they are described in detail upon statements attached to the final estimate vouchers.

Yours very truly,

HERBERT NUNN.
State Highway Engineer.

By
Office Engineer.

SHP:CMC

# JOHN HAMPSHIRE
CONTRACTOR

PR #29

REPLY TO Grants Pass, Oregon,
February 25, 1922.

Oregon State Highway Commission,
333 Capitol Building,
Salem, Oregon.

Gentlemen: Attention Mr. Probert.

I wish you would kindly send me detailed copy of the claim vouchers covering final estimates on units 1 and 2, Remote-Camas Valley contract. I signed these claims in blank on the 16th inst.

Thanking you in advance for your trouble,

I am

Very truly yours,

John Hampshire

JH:FIA

RECEIVED
FEB 27 1922
... HIGHWAY ENGINEER

February 11, 1922

Memo.

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

John Hampshire & Company's
contracts No. 207 and 208,
Remote-Camas Valley Section,
Roseburg-Coos Bay Highway in
Coos and Douglas Counties.

Dear Sir:

Attached hereto is the final correspondence relating to certain items affecting the final estimate on the John Hampshire & Company's contracts No. 207 and 208, Remote-Camas Valley Section of the Roseburg-Coos Bay Highway in Coos and Douglas Counties.

The items under discussion are cut ditch excavation, subgrade excavation, rebate on defective powder and refund on powder where the state was unable to furnish as per contract.

1. Cut ditch excavation. The yardage of cut ditches was not included in the semi-final estimate, the Resident Engineer assuming that the ditch excavation balanced the volume contained in the crown of the roadbed section. This assumption is erroneous and not in accordance with our general practice. The estimate has, accordingly been corrected to include ditch excavation.

2. Subgrade excavation. The contractor asks that consideration be given to the matter of excavation below subgrade, citing the clause in the special provisions of the contract wherein appears the following: "The work covered by this contract is a federal aid post road project. Attention of the bidders is called particularly to those clauses in the standard specifications referring to federal aid projects." His contention is that under federal specifications subgrade excavation is allowed on all rock cuttings to a depth of 4" under profile grade and in view of the fact that reference is made to it being a federal aid project, and that the government specifications covering excavation, is substituted in the special provisions and surplants the state standard specifications, that it is reasonable for him to assume that this item would be allowed.

Examination of the contract shows that the clauses above referred to, refer to the state standard specifications and not to the federal specifications. It is the intent of the state specifications and the policy of the department, not to allow grade excavation and it is thought that all contractors understand this feature and bid accordingly.

It is therefore recommended that no allowance of this feature of the work be made on the final estimate.

3. Defective powder: Under the special provisions of the contract appears the following clause: "Trinitrotoluol: The explosive commonly known as TNT will be furnished by the State Highway Commission to the contractor at ten cents (10¢) per pound f.o.b. Salem, Oregon." The contractor asks for a rebate in the amount of 50% of the value of a car load of Canadian TNT which was furnished him by the state, claiming that the said powder was defective and only approximately 50% efficient. Also for purchases of Dupont powder which was used in connection with said TNT as "primer" in order to increase its efficiency and as assurance against "missed" charges.

We are unable at this time to either substantiate or disprove the contractors statements as the matter was not brought to the attention of the Division Engineer nor to the attention of the equipment department who handled the distribution of this pow der during the progress of the work, and it is thought that the only time that the matter could havebeen properly adjusted would have been during the time the powder was being used upon the work.

It is therefore recommended that this item be not allowed.

4. Refund on powder where state was unable to furnish as per contract. Please refer to the above quoted special provisions wherein the state agrees to furnish TNT at 10¢ per pound f.o.b. Salem.

The contractor has submitted bills in amount $4,716.52 covering the difference between the value of powder purchased from the powder companies and the estimated cost of 10¢ per pound for state powder.

At the outset of the work the contractor requisitioned powder, but the state was unable to furnish same. Later the state was in a position to furnish powder and asked the contractor to requisition an amount sufficient to complete the job. This he did, but the amount requisitioned proved inadequate and later requisitions by the contractor could not be filled on account of the state powder having been allotted to other jobs.

During the winter of 1920 and 1921 an enormous amount of material came down in the form of slides. Supplementary agreement for the removal of this yardage under the terms of the original contract was executed March 18, 1921.

When the work was finally measured up, including the slides, it was found that the preliminary estimate on the two jobs had been exceeded by 90,454 cubic yards or 34% over the preliminary estimate.

Under these conditions it would not be fair to penalize the contractor for not being able to determine at the outset of the work, the actual quantity of explosive that would be required.

Therefore, it is considered fair to allow for powder purchased from outside sources less 10¢ per pound during such times as the state could not make delivery of TNT upon the contractors requisition.

Upon this basis the contractor should be allowed on the final estimate for 38,250 pounds of powder at .06351 (average difference) equals $2429.25.

Attached hereto is a tabulation in support of the above quoted figures.

Respectfully submitted,

Assistant Engineer.

COX:LM
Encls.

STATEMENT OF POWDER, CONTRACTS NO. 207 & 208.

| | | | | Cost of powder purchased from outside sources | | | | | Estimated cost of state powder. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | F.O.B. | | Freight | | | | | Freight | | | |
| Date | Pounds | Kind | At | Price per lb. | To | Rate per lb. | Cost | Amount | F.o.b. Salem per lb. | To | Rate per lb. | Cost | Amount | Diff. |
| 11-25-19 | 26,3750 | Stump | Dillard | .1632 | | .1632 | | $537.00 | .10 | Dillard | .016 | .116 | $435.00 | $102.00 |
| " | 6250 | 40% | " | .1732 | | .1732 | | 1068.50 | .10 | " | .016 | .116 | 725.00 | 357.50 |
| 3-20-20 | 2500 | 40% | Portland | .202 | Dillard | .0185 | .2205 | 551.25 | .10 | " | .016 | .116 | 290.00 | 261.25 |
| 3-9-21 | 6250 | 40% | Roseburg | .1887 | | .1887 | | 1179.38 | .10 | Roseburg | .0097 | .1097 | 685.63 | 493.75 |
| " | 15,000 | Stump | " | .1662 | | .1662 | | 2493.00 | .10 | " | .0097 | .1097 | 1645.50 | 847.50 |
| 6-16-21 | 2,500 | 40% | Portland | .188 | Dillard | .0185 | .2065 | 516.25 | .10 | Dillard | .016 | .116 | 290.00 | 226.25 |
| 6-30-21 | 2,000 | Stump | " | .166 | " | .0185 | .1845 | 373.00 | .10 | " | .016 | .116 | 232.00 | 141.00 |
| Totals | 38,250 | | | | | | | $6752.38 | | | | | $4304.13 | $2429.25 |

38,250 lbs. @ .06351 equals $2429.25

February 5, 1922.

John Hampshire & Co.,
Grants Pass, Oregon.

PR#29

Gentlemen:

In accordance with the conversation had with you by phone yesterday, we have prepared and are enclosing herewith statements showing the total amounts of the final estimates for Units 1 and 2 of the Rogue-Canas Valley Section, together with the unpaid balances due you.

You will note that according to these statements there is due you in connection with Unit No. 1, the amount of $7,604.76, and in connection with Unit No. 2, the amount of $11,534.76, these amounts being exclusive of any amounts that may be allowed under your claims for an adjustment in connection with the powder furnished by the state, which claims have not yet been acted upon.

Your final estimate vouchers will be prepared within the next few days and forwarded to you for your signature and acceptance.

Yours very truly,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP:CMC
Encls

December 12, 1921

W. E. Chandler,
Coke Bld'g.,
Marshfield, Ore.

Dear Sir:

This is to acknowledge your letter of the 10th, also the letter written by Judge Wade to you under date of December 9th relative to the controversy between the Coos Bay Timber Company and the John Hampshire Company, contractor, concerning the Company's timber.

It would appear from the letter written by Judge Wade that when the Company executes its deed to the County covering the right of way and accepts settlement from the County, that the timber would then be the property of the County under the terms of the settlement as disclosed by the Judge's letter. It appears to me that in view of these facts the contractor should then settle with the County for the value of the timber which he used in carrying out his contract.

Unless there are some facts which have not been brought to my attention it appears to me now that the whole controversy will result in one between the County and the contractor, and that the contractor would be under obligation to settle with the County.

Yours very truly,

JMD:AP

Assistant Attorney General.

...N

...ONERS

...SISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 12 1921
LEGAL DEPARTMENT

Marshfield, Ore.
Dec. 10, 1921.
Box 151.

Mr. J. M. Devers,
Assistant Attorney General,
Salem, Ore.

Dear Sir:-

Herewith letter from Judge Wade in regard to right of way problems of the Coos Bay Roseburg highway between Bridge and Camas Valley.

Yours respectfully,

WM. E. CHANDLER
Division Engineer.

By J. J. Leslie

C. R. WADE
COOS COUNTY JUDGE
COQUILLE · OREGON

December 9, 1921.

Mr. W. E. Chandler,
Marshfield, Oregon.

Dear Sir:

I have your letter of November 29th in which you inclose a copy of a letter from the Attorney General, which is dated November 23rd, and which gives the opinion of that office in regard to the timber involved in the right of way on the Coos Bay-Roseburg high way, or that section thereof under contract for construction by John Hampshire, and in which letter the Attorney General makes inquiry as to the method by which the county secured the title to the right of way.

In answer to the inquiry made in the General Attorney's office, will say that while in most instances the county has acquired the right of way from Myrtle Point to Douglas county line by resolution, that in this particular section we did not do so, but acquired title by ordinary bargain and sale deeds from the ow ners of the land, excepting however, the land belonging to the Coos Bay Timber Company, who are claimants for the stumpage taken from the land in question. In this particular case the Coos Bay Timber Company was at that time and is yet in the hands of a receiver, and the local officials stated that they could not at once execute a deed, but that it would require both time and some formality, but that they would procure a deed as soon as possible, and it was agreed that the consideration for the deed would be the value of the damaged timber. That deed has never been executed and there is no agreement other than an oral one and a complete understanding arrived at by the members of the court and the officers of that company, no formal order having been made by the court of record and no official action having been taken by that company. I understand that the receivership will be terminated January first next, and that after hat time the company will be reinstated in the management of the affairs of that company, and there is no question or doubt but what the company will execute its deed and the matter be concluded within the next thirty or sixty days along the lines of our previous agreement, but meantime the title to the land and timber is legally vested in that company, and according to our agreement the consideration will be the amount of timber actually cut at so much per thousand feet, after which time the title to the timber will I suppose vest in the county, and the county would be at liberty to market or sell the logs if it so desires, either to that company or any other, but it would not seem that the county should be required to pay to the Smith people for such timber as have been used by the contractor, or if so, that the con-

tractor should reimburse the county.

I think the foregoing information or statement is substantially a full and correct statement of all the facts in the case, at least so far as I recall them now, and I trust that they are sufficient to settle the points and furnish the information required in the Attorney General's letter. I am inclosing to you an extra copy of this letter, which you may use in any way desired.

Very truly yours,

C. P. Wade

County Judge.

CPW:KRC.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

Date Nov 30, 1921

Job Name Camas Valley-Powers

Week from Nov 20 to Nov 27

Mail Address Bridge

Highway Coos Bay Roseburg

Telegraph or Telephone Address Bridge

County Coos & Douglas Job Prefix 6PA-10PA

Express and Freight Address Myrtle Point

*General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:*

Last week on final records & final estimate all week. I came down Friday night and spent Saturday till 9 P.M. on this job. Completed records (final) typed them up and took them to Myrtle Point arriving there at 12 midnight. Sunday took records to Chandler who checked them over and arranged to forward to Salem Monday Morning. Returned to Bridge Sunday night.

This ought be the last report on these jobs.

DEC 5 1921
HIGHWAY ENGR.

Signed Clement Stewart

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

## GRADING CONSTRUCTION

*Total miles of grading on project* .....

*Miles completed* .....

*Miles completed except finishing* .....

*Miles covered by contractor's forces* .....

*Miles cross-sectioned* .....

*Miles cross-sections completed and checked* .....

*Miles to be remeasured* .....

*Number men in Engineering Party* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*steam shovels*

*Grading work will be completed about* .....

## ROCK OR GRAVEL SURFACING

*Total miles surfacing on project* .....

*Miles completed* .....

*Miles partially done* .....

*Average daily yardage placed this week* .....

*Average daily yardage necessary to complete on time* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Surfacing will be completed about* .....

*Number men in Engineering Party* .....

## INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

## SURVEYS

*Total mileage at section to be surveyed* .....

*Miles of preliminary staked* .....

*Miles of location staked* .....

*Per cent of field work complete* .....

*Per cent of office work complete* .....

*Number days worked on this project* .....

*Number men in party* .....

*Salary expense this week* .....

*All other expense this week* .....

*Previous total expenditure this survey* .....

*Total expenditure including this week* .....

*Survey will be completed about* .....

*Completed survey will cost about* .....

*Per mile cost of survey will be about* .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

## PAVING WORK

*Total miles paving on project* .....

*Miles paving completed* .....

*Average daily sq. yds. this week* .....

*Miles shoulders completed both sides* .....

*Contractor's average force for week* .....*men,*

.....*teams,* .....*trucks*

*Percentage of total required yardage now in place* .....

*Job will be completed about* .....

*Number men in Engineering Party* .....

## DISTRIBUTION OF TIME

*List all jobs upon which you have worked this week with percentage of this week's time on each.*

*This job*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

*Other jobs*..... *Percentage*.....

November 30, 1931

Mr. W. E. Chandler,
Division Engineer,
Box 151,
Marshfield, Oregon.

Dear Sir:

In answer to your letter of November 18th regarding Mr. Hampshire's claim on the Remote-Camas Valley Section, beg to advise that it will not be necessary for further correspondence from your office to Mr. Hampshire.

Adjustments made according to your recommendation and copy of correspondence to Mr. Hampshire will be forwarded to you for your files.

Yours truly,

[redacted],
State Highway Engineer.

By

Assistant Engineer.

CCK:LH

November 23, 1921

W. L. Chandler,
Division Engineer,
Marshfield, Ore.

Dear Sir:

I have for consideration your letter of the 11th relative to the controversy between the Coos Bay Timber Company, the County of Coos and John Hampshire concerning some timber removed from the right of way through property owned by the Coos Bay Timber Company and which timber after being cut was appropriated by John Hampshire in connection with his highway construction for the State.

I do not know the manner nor the terms and conditions by which, and upon which, the right of way was required by the County for this highway, but I presume that the right of way was acquired in the usual and ordinary manner by the County for public highway purposes, and therefore, that the usual principles of law would apply.

It is my understanding of the law that where a County acquires right of way for highway purposes that the County acquires only an easement in the land and that the fee title remains in the owner of the abutting property, and that, therefore, any trees growing upon the right of way belong to the owner of the fee title, and can be claimed and taken by him unless they are needed by the County or State in the improvement of highways. This principle of law is declared in 15 R. C. L. at page 132 in the following language:

> "The title to trees follows the fee ownership, so that when the abutter owns the fee to the highway he owns the trees on the part thereof adjoining his property, and also the shrubs, subject to the public use for the purposes for which the property was taken and incidental purposes, and to the right of the public authorities to remove them if they obstruct the way or interfere with travel thereon. He has a right to cut them down or remove them, and the public authorities have no right to prevent him from doing so because they desire to preserve them for shade and ornamentation. An individual not acting under statutory or official authority has no right needlessly and wantonly to destroy them, nor have road officers a right to cut them for their own use. Some courts hold that they may be used, when necessary, for the purpose of making or repairing the way, while others deny the right to take them even for this purpose without compensation to the owner. The owner of the fee may maintain an action in respect to them when not taken for the purpose of making or repairing the road or lawfully abated as a hinderance or annoyance to travelers thereon. So he may maintain an action against the adjoining property owner for removing a tree between the sidewalk and the curve, which was on the boundary line

between the two lots. Moreover, the property right of the owner in the trees is a proper subject of legislation for its protection. And one who, having knowledge of the rights of such land owner in the trees, proceeds, against the protest of such owner, heedlessly, recklessly, and carelessly to injure them, may be prosecuted for a wrongful injury to property."
(13 R. C. L. Sec. 116, page 122.)

The following declaration of law relative to the use and improvement of highways is laid down in 10 R. C. L. at page 93-94:

"Thus the municipal authority may remove the earth and gravel within the limits of the highway to use in repairing the highway in another place; the trees may be cut down to widen the highway or for any other purposes consistent with the highway easement ————"
(10 R. C. L. at p. 93-94)

Some authorities, however, hold that material cannot be taken from in front of one owners property for the improvement of the highway in front of another's property without compensation.

The same principle is declared in 37 Cyc., page 203-204:

"Notwithstanding the laying out of the highway and the condemnation of the land to the use of the public for travel, the title to the soil, and all the profits thereof consistent with the existance of the easement, remain in the original owner. The title of the owner, subject only to the easement, remains perfect, not only to the land covered by the highway, but to all the material within its boundaries, except such as may be needed to build or to maintain the road. He therefore has title to any superfluous earth, gravel, o rock, not necessary or useful to the construction or repair of the highway, and to all mines or quarries, trees, grass, springs of water, growing crops,and pasturage upon and above the surface of the soil covered by the highway."

Upon the laying out of a highway the public acquire not only the right of way, but also the powers and pribileges incident to that right, among which is the right to keep the highway in proper repair. To accomplish this purpose the proper officers may do any act in the highway that is necessary or proper to make and keep the way safe and convenient for the public travel. They may raise or lower the surface, dig up the earth, cut down trees, and use the earth, stone, and gravel within the limits of the highway in a reasonable and proper manner."
(37 Cyc. page 203-204)

W. L. C. # 8

As I understand the circumstances and facts attending this controversy the County acquired only the usual and customary easement and the Coos Bay Timber Company are the owners of the fee title, and therefore, have an interest in the timber, which interest is only destroyed and defeated in case the State needed the timber for actual highway construction. If, however, when the damages for the taking of the right of way were assessed the value of the timber was included, then I believe the State would have the right to cut and remove the timber without accounting to the owners of the fee title.

In the John Hampshire contract there appears this clause and condition:

"All merchantable timber shall be cut into logs of standard length and decked along the edge of the clearing."

From the foregoing condition in the contract and in the light of the above quoted authorities it would appear to me that the contractor was without authority to appropriate the merchantabel timber for fuel pruposes as I understand was done. I am not informed as to the matters and elements of damage considered when the right of way was procured so cannot say in this particular instance without such information whether or not the timber company has parted with its interest in the timber. If it did not part with its interest, then in my judgment it is justified in making claim for compensation for the timber. It would appear to me, however, that if the timber company is entitled to compensation the cost to the State of cutting the timber and reducing it to logs of standard length is an item which should be considered in settling with the timber company. In other words, I think the State should be reimbursed for its expenditure in the cutting of the timber and reducing it to saw log measurements. In any event I do not believe that the compensation, if any, to be paid to the Coos Bay Timber Company is a proper charge against the State, neither do I believe that under the terms of the contract existing between Mr. Hampshire and the State the contractor would be entitled to the use and appropriation of the timber for fuel purposes without compensating either the State or the owners of the timber.

As I have stated above, without information as to the elements of damage considered when the right of way was acquired I am unable to fully and finally answer your inquiry.

I am enclosing a copy of this letter which you may deliver to the County Court.

If I can aid you any further in this matter kindly let me know.

Yours very truly,

Assistant Attorney General.

JEDiAP

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Marshfield, Ore.
Nov. 11, 1921.
Box 151.

Mr. J. M. Devers,
Assistant Attorney General,
Salem, Ore.

Subject:- Timber on Hampshire Contract.

Dear Sir:-

In this regard I still have inquiries from the Coos Bay Timber Company as to our decision. Since your letter of August 26th 1921, to the Umpqua Timber Company, have heard nothing from them. Also Judge Wade of Coos County Court seems to be in doubt as to proper decision. I suggest therfore that both the County Court of Coos County and the Coos Bay Timber Company be advised as to the States position on this matter. Also believe that possibly John Hampshire should be advised of the States position in this regard. However do not see that this in any way affects our settlement with him.

Yours respectfully,

Division Engineer.

MMC/L

P. S. Am recently advised by Coos Bay Lumber Company that they have been reimbursed by Coos County for timber taken on the Bridge-Remote Section under the A. Guthrie & Company contract. This for your further information.

November 22, 1921

M. S. Boss and T. Edna Boss,
650 Wasco St.,
Portland, Ore.

Dear Sir and Madam:

I am advised by the Highway Department that final settlement is about to be made with John Hampshire on his contract for the construction of the Remote-Camas Valley Section of the Coos Bay-Roseburg Highway. In connection with this job a claim has been filed by the owners of some timber through which the road was established and constructed. It is claimed that the timber was used by Mr. Hampshire as fuel, or for some other purpose in the carrying out of his contract, and the Company now desires and demands that it be compensated for the fuel. I do not know whether there are other claims or not. So far as I know there are not, but I understand that this claim is a disputed claim.

In order to protect the State I am calling this matter to your attention and also calling to your attention the fact that final settlement is about to be made. Unless we hear from you interpsoing an objection to final settlement at this time I shall advise the Commission to make final settlement with Mr. Hampshire.

Yours very truly,

JMD:AP

Assistant Attorney General.

JOHN HAMPSHIRE

**BOSS & HAMPSHIRE**
**CONTRACTORS**

REPLY TO 627 Pittock Block.

Portland, Oregon,
November 25th, 1921.

State of Oregon,
Legal Department,
Salem, Oregon.

Gentlemen:- Attention Mr. J. H. Sievers,
Assistant Attorney General.

Your letter of November 23nd, regarding claim filed against John Hampshire & Company on their contract for the construction of the Remote-Camas Valley section of the Coos Bay-Roseburg Highway.

We have no objections to final settlement being made with John Hampshire & Company on this work, as Mr. Hampshire advises that this claim will be taken care of in a few days.

Yours very truly,

W. A. Boss

WAB-L.

RECEIVED
NOV 28 1921
LEGAL DEPARTMENT

Nov. 21, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-29

Dear Sir:

We are in receipt of your letter of the 19th inst. relative to various items shown under "Contingencies" on the final voucher for the Remote-Camas Valley Section, Oregon Federal Aid Project No. 29. You will note that under item "p" we have given the "Actually incurred Eng. and Cont. on which F.A. is not claimed".

You will see from this that we did not claim any co-operation on the items which you have questioned. They were simply given for your information.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W.DeSousa.

ETH

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

November 19, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Referring to final voucher on Oregon Federal Aid project No. 29, covering work done August 21 to August 31, 1921, in the amount of $26,082.58, under contingencies there are several items not approved by this office, as follows:-

The 18", 24" and 36" corrugated galvanized iron pipe is under guage, which was taken up with the State under date of June 7, 1920. Their reply, dated June 9, 1920, stated that Federal Aid would not be requested on this pipe. Item covering "Refinishing and keeping road open during winter", in the amount of $2,828.54, is not approved, as it is not deemed subject to Federal participation. Also the item "Prospecting and shooting slides", in the amount of $436.22, would need further explanation.

However, owing to the fact that there are other approved items which more than make up the amount necessary to cover the Federal Aid asked, it was not deemed necessary to hold up payment on this voucher and same has been audited and forwarded.

Yours very truly,

District Engineer.

RECEIVED
NOV 21 1921
STATE HIGHWAY ENGINEER

Oct. 22, 1921

Mr. Clement F. Waite,
Resident Engineer,
Bridge, Ore.

File PR-29

Dear Sir:

Please furnish this office immediately with copies of extra work orders Nos. 1, 4, 5, and 6 on contract No. 207, and extra work orders Nos. 1, 2, 3, 6, 8, 9, 10, 11, and 12 on contract No. 208, all of these being in the Remote-Camas Valley Section, Oregon Federal Aid Project No. 29.

Our records indicate that orders Nos. 2 and 8 of contract No. 208 were returned to Mr. Chandler on Nov. 11, 1920 in accordance with his request and have not since been returned to us.

In connection with these orders your attention is called to page 90 of the Manual of Instructions to Department Employees specifically requiring that this office be furnished with copies of all force account orders and approve the same before any payments are made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ETM

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

10PA- 6PA

Bridge, Ore. Oct. 26, 1921

Mr. Herbert Nunn,
State Highway Engineer, attention Mr. DeSouza
Salem, Ore.

Dear Sir:-

I am enclosing herewith copies of the force account orders, on the contracts of John Hampshire & Co., # 207 and #208, as you requested.

Upon looking up about Force Account Orders in the Manual of Instructions, Page 89 , I find that two copies are to be sent to the Division Engineer for approval. This was done and your copies must be in the Division office. You will aslo note that my retained copies havethe signature of the Division Engineer with two exceptions. I am required to send my copy to the Division office for approval and it is then returned to me.

Yours truly,

Clement F.Waite
Resident Engineer.

cc to W.E.Chandler.

RECEIVED
OCT 27 1921
STATE HIGHWAY ENGINEER

Oct. 17, 1921

Mr. W. E. Chandler,
Division Engineer,
Marshfield, Ore.

File PR #29

Dear Sir:

Reference is made to your letter of Oct. 15th transmitting final estimates for Units 1 and 2 of the Remote-Cerro Valley Section.

As regards allowance for ditch excavation will state that it is our practice to make payment to the contractor for all materials excavated from within the section to which the work is ordered finished. To my knowledge, no statement has ever emanated from this office to the effect that no payment would be made for ditch excavation.

It is customary in computing earthwork quantities to make the computations to a level roadbed section, making such correction for ditches as the area of the ditch plus other portions of the roadbed as may be below the level section, is greater than the area of that portion of the crown which is above the level section. Now, therefore, if the level sections to which Engineer White computed his quantities bore such relation to the finished crowned roadbed with ditch, as to practically balance the quantities above the level section with those below, no further allowance for ditch excavation is due the contractor. If, however, the ditch taken out over part or all of the project were of such section as to be not balanced by the area between finished crown and level roadbed excavation, the amount of the excess ditch excavation should be figured and allowed. This should be taken care of on the final records before submission.

In conformity with our usual practice, it will be necessary for you to submit agreed unit prices for extra clearing on both Units 1 and 2. These prices should be based upon fair estimates of the cost of the work involved, and it is not necessary or even reasonable that these be based upon the lump sum bid prices for clearing and grubbing. The lump sum price includes the cost of grubbing while no grubbing was required in connection with the extra clearing. While it may not be the case in this particular instance, it is quite common for contractors to bid for clearing and grubbing, considerably more than they expect it to cost, unbalancing their bid in this manner so that they will get more of their money on their first estimates.

For your information, however, I might state that it appears that the lump sum bids for clearing and grubbing were based upon units of

$245.00 per acre for Unit No. 1 and $266.00 per acre for Unit No. 2, or an average of about $200.00 per acre for the two units together.

A semi-final estimate will be allowed the contractor on the basis of the final as submitted, except that the percentage of clearing and grubbing will be set to 100%.

Very truly yours,

[redacted]
State Highway Engineer.

By

Area Engineer.

[redacted]
CC to C. P. Child.

FORM 2A 3M-9-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. YEON, PORTLAND
W. E. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Marshfield, Ore.
Oct. 15, 1921.
Box 151.

Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Herewith final estimate on Coos Bay-Roseburg Highway, Camas Valley-Remote Section.

The Hampshire Company seem to believe they should be paid for road bed ditches but I can see no grounds for the claim according to profile they bid on and the instructions they have received during progress of job. However if it is customary to allow this on other jobs, the same proceedure should of course be followed on this one.

The approximate amount is 2500 cubic yards. If this is a proper charge, will you kindly advise and the correct amount will be obtained.

Mr. Devers should be notified that this final is being made as there is a timber settlement to be made, if he so decides.

Yours respectfully,

W. E. Chandler

WEC/L

Division Engineer.

RECEIVED
OCT 17 1921
STATE HIGHWAY ENGINEER

FORM 2A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

1CPA-SPA

Bridge, Ore. Oct. 14, 1921

Mr. W.E.Chandler,
Division Engineer,
Marshfield, Ore.

RECEIVED
OCT 17 1921
STATE HIGHWAY ENGINEER

Dear Sir-

I am forwarding you herewith the final estimates on the John Hampshire & Co. work, namely contracts # 207 and #208.

In preparing these estimates I did not make any allowance for the side ditches in cuts as I was informed at Salem at the time I came down to take charge of this work that the roadbed section was laid in such relation to the profile grade that the area of the ditch below the profile grade equalled the area of the crown above the profile grade. The specifications make it clear that the grading would be done to the grown grade. This was made clear to the contractor at the beginning of the job, and to all his sub-contractors. The whole line was was cross-sectioned accordingly and so figured.

The additional clearing was computed in the following manner. Went through the final sections and took as additional clearing such area as laid outside the original 60' rightof way. Took the total of such area reduced it to acres, and divided by the total acreage as shown on the blue print plans, thereby finding the percentage in excess of the original clearing.

The maps,profiles, cross-sections and field notes will be forwarded within a few days.

Yours truly,

Clement F. Waite

Clement F.Waite
Resident Engineer.

August 25, 1931

W. E. Chandler,
Marshfield, Ore.

Dear Sir:

This is to acknowledge your letter of the 23rd, also the letter of the Umpqua Timber Company and the carbon copy of your reply to it.

I am enclosing herewith a copy of my letter written today to the Umpqua Timber Company.

It appears to me that this is purely a matter to be handled by the owners of the timber and the contractor. At least by these two parties and the County.

I do not know whether or not when the right of way was procured the question of the timber was considered. If it was taken in consideration when the damage was assessed, if there ever was any damage assessed, then it would appear that the owners of the timber could not now complain, but if they have never been compensated for it then it appears to me that the contractor should make some adjustment for under his contract with us he is required to preserve all saw timber or timber of any special value.

Yours very truly,

JMD:AF

Assistant Attorney General.

Enc. 1

August 25, 1921

Umpqua Timber Co.,
Marshfield, Ore.

Gentlemen:

Your letter of the 12th addressed to Mr. Chandler with relation to the claim of the Bradfort-Culver Timber Company for timber which it is claimed by the Company was removed from the right of way and appropriated by the contractor on the Remote-Camas Valley Section of the highway, has been handed to me for reply.

It appears to me that this is a controversy between the owners of the timber, the County Court and the contractor, and is not a matter that the Highway Commission can very well dispose of. If the contractor has appropriated property to which he had no title, then it appears to me, as stated above, that the entire controversy becomes one for settlement between the contractor and the owners of the property.

The Highway Commission cannot be responsible for the torts of contractors doing state highway construction. We can only hold the contractor to a performance of the terms of his contract with the State. I would suggest, therefore, that you take this matter up with the contractor and the County, for it is either a right of way problem or it is a question of appropriation of property without the right of appropriation for which wrong the contractor, it appears to me, would be responsible.

Very truly yours,

JMD:AV

Assistant Attorney General.

CC: W. C. Chandler

A. E. BRADFORD, PRESIDENT
AUGUSTA, WISCONSIN

EARL S. WELCH, TREASURER
EAU CLAIRE, WISCONSIN

A. E. ADELSPERGER, VICE PRESIDENT
MARSHFIELD, OREGON

W. J. CONRAD, SECRETARY
MARSHFIELD, OREGON

# UMPQUA TIMBER COMPANY

FIR, SPRUCE AND CEDAR
TIMBER

MARSHFIELD, OREGON

August 12, 1921.

Mr. Wm. E. Chandler,
c/o State Highway Commission,
City.

Dear Sir:-

On June 1st you advised me that the Assistant Attorney General would render some decision as to the claim which we made in connection with the timber cut on lands owned by the Bradford-Culver Timber Company on the Remote-Camas Valley highway.

This matter has been hanging fire a very long time and I am very anxious to have it disposed of if possible. Our claim is a just one and we should not be required to wait indefinitely for our money. If you can expedite the matter I will appreciate it very much.

Yours very truly,

W. J. Conrad

Secretary.

WJC:D

RECEIVED
AUG 25 1921
STATE HIGHWAY ENGINEER

RR
M

July 14, 1921

Mr. J. D. MacVicar,
Canes Valley, Oregon.

Dear Sir:

In re the contract of John H. Hampshire for grading between Lomoto and Canes Valley, which has been under the supervision of the State Highway Commission:

Mr. Hampshire having shown to the satisfaction of the State Highway Department that he is again is a position to handle his own work, he has been reinstated; you will, therefore, no longer be in charge of the work for the State Highway Commission, but, after this date, must look to the contractor for orders and salary.

Very truly yours,

State Highway Engineer.

HHeMB

June 30, 1921

Mr. W. E. Chandler,
Division Engineer,
Marshfield, Oregon.

File PR-29

Dear Sir:

On May 4th you wrote to us that you would make a further investigation of the matter of payment for extra clearing on the Remote - Camas Valley work, and that you would advise us further in regard to same. This is to advise you that this matter has not yet been taken care of. In this connection please refer to our letter of May 2nd.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

June 30, 1921

Mr. W. E. Chandler,
Division Engineer,
Marshfield, Oregon.

File PB-29

Dear Sir:

On May 4th you wrote to us that you would make a further investigation of the matter of payment for extra clearing on the Remote - Camas Valley work, and that you would advise us further in regard to same. This is to advise you that this matter has not yet been taken care of. In this connection please refer to our letter of May

End.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP:ETH

JOHN HAMPSHIRE M. S. BOSS

# JOHN HAMPSHIRE & CO.
CONTRACTORS

REPLY TO GRANTS PASS Oregon
April 25th 1921

PR#19

Mr Herbert Nunn
State Highway Engineer
SALEM Oregon.

APR 2 1921

Dear Sir:-

Incidental to our contract for clearing right-of-way on the Remote-Camas Valley section of the Roseburg-Coos Bay highway, it has been necessary that we do a quite considerable amount, that came outside of the 60 ft. strip that was originally contemplated. This to accomodate the slopes of cuttings and embankments that reached beyond the right-of-way lines.

It has always been our understanding that this extra clearing would be paid for on an acreage basis, using for a unit price the figures that entered into our original calculations.

In order to arrive at an understanding in this regard, we beg to advise you at this time, that the basis of our calculations was $300.00 per acre, for clearing only. We did not consider the grubbing feature at all, having in mind that as we would probably employ power machinery for all excavation, the grubbing would become incident to excavation. The acreage that we were invited to consider was 77.75, and our bid of $23,000 was simply a "rounding out" of the figures that resulted from calculation as stated.

As the job nears completion we are anxious to see a lot of these "loose ends" picked up and estimated in our favor, and the purpose of this communication is to acquaint you with facts as above outlined, in order that there can be made addenda to our contract, or such other procedure as would be in order.

Yours very truly,

JOHN HAMPSHIRE & COMPANY

By John Hampshire

Marshfield, Ore.
June 1, 1921.
Box 161.

RECEIVED
JUN - 4 1921
LEGAL DEPARTMENT

Mr. W. J. Conrad,
Secretary-Treasurer,
Coos County Tax Association,
Marshfield, Ore.

Dear Sir:-

Your letter of May 28th has been referred to Assistant Attorney-General who is not handling this matter for the State Highway Commission.

Very truly yours,

Division Engineer.

WHC/L
cc to Mr. Devers.

E. HARRINGTON, ASSISTANT SECRETARY

# COOS COUNTY TAX ASSOCIATION

307-308 Coke Building

MARSHFIELD, OREGON

May 26, 1921.

RECEIVED
JUN - 4 1921
LEGAL DEPARTMENT

Mr. Wm. E. Chandler,
Division Engineer,
Oregon State Highway,
Marshfield, Ore.

Dear Sir:-

I am in receipt of your letter of May 23rd and note the bill presented by the Bradford-Culver Timber Co., for timber cut on right-of-way between Camas Valley and Remote, is now in the hand of Attorney Devers for advice.

According to my records this bill amounts to $1052.00 and covers timber cut by the State or sub-contractors on lands owned by the above company. This matter has been hanging fire for a long time and should be disposed of.

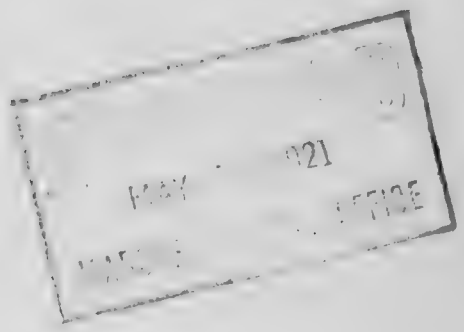
Since the presentation of this bill the sub-contractors now employed on this high-way have cut additional timber on this right-of-way, which should be paid for in the same manner as the timber formerly cut.

I wish you would give this matter your attention at the earliest possible date and advise me what action the Highway Commission desires to take.

Yours very truly,

WJC:D

C/c Wm. E. Chandler
c/o Herbert Nunn,
State Highway Eng.
Salem, Ore.



May 17, 1921

PR
21

John Hampshire,
Camas Valley, Ore.

Dear Sir:

Your letter addressed to Mr. Hunn relative to a question of your equipment being assessed in Douglas County has been handed to me for reply.

If title to your property has been conveyed to the State, then, of course, the equipment would not be subject to tax in Douglas County, but if the State simply holds an equitable interest in it, expecting to relinquish and redeliver the same to you after the job is completed, and the claims all paid, then it appears to me your property would be subject to tax.

Whether your property should be taxed in Douglas County or in the County where you make your home, and where all of your property would be taxed, is a different matter, and a question for you to determine for yourself.

Yours very truly,

Assistant Attorney General.

JWD:AF

M. S. 8068

# JOHN HAMPSHIRE & CO.
CONTRACTORS

REPLY TO CAMAS VALLEY Oregon
May 14th 1921

Mr Herbert Nunn
State Highway Engineer
Salem Ore.

Dear Sir:-

The Douglas County Assessor is seeking to assess the stock and equipment employed on this operation within the confines of Douglas County.

The purpose of this communication is to enquire, if under circumstances as existing, viz: SUSPENDED CONTRACT, the property in question would not be exempt.

I would be glad to have you advise me in this regard at an early date, as I am delaying making the return that is asked for, pending advice now sought.

Yours very truly,

JOHN HAMPSHIRE & CO.

By J. MacDiarmid
Superintendent.

RECEIVED
MAY 17 1921
STATE HIGHWAY E.

March 29, 1921

P. R. 29

Mr. W. E. Chandler,
Division Engineer,
Box 151,
Marshfield, Oregon.

Dear Sir:

Please find enclosed copy of a letter from Mr. Hampshire agreeing to remove slide material at contract price.

It is our understanding with Mr. Hampshire that certain sections should be cross-sectioned provided that they were in dispute, and you will please see that this agreement is carried out.

I should also be pleased to have final estimate on this work as promptly as the work is completed, if possible, in order that we may make immediate settlement.

Yours truly,

State Highway Engineer.

HH:LM

JOHN HAMPSHIRE & COMPANY

REFERRED TO
Robert
BY H. N.

[illegible]
[illegible]

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Your file: Rx-29.
Acquisition, Irvers.

Dear Sir:

We wish to acknowledge receipt and thank you for your favor of the 14th. inst. In which you advise us that the proposition submitted by us in our letter of March 1st pertaining to the removal of slides on both units of the Remote-Sumner Falls section of the Coos Bay-Roseburg Highway, has been accepted by the State Highway Commission.

Very truly yours,

JOHN HAMPSHIRE & CO.

By John Hampshire

FORM 4 1936-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

10PA.

Camas Valley, Ore. March 7, 1920

RECEIVED
MAR 11 1921

Mr° W.E.Chandler,
Div. Engineer,
Marshfield, Ore.

Dear Sir:-

Referring to the attached letter will say that Mr. Lehnherr is under a misapprehension when he says that any of the men in my charge tore down his fence and defaced his treespass notice and oak tree last October. I have questioned the only one of the boys who was with me in October relative to t this and he says that to his knowledge the fence was not touched and it is plain to be seen that neither the treespass notice or tree are defaced as they are both in the same condition that they were when I came in here on location about two years ago. I was along this part of the old road almost daily and to my knowledge the fence was not down.

As to the matter of the poles he was entirely correct in that the boys threw them down. He put up these poles some twelve feet from the fence and forced us to travel out through a deep mud hole which was entirely unnecessary. He came to me about it and I told him that it was apublic road and he had no right to fence it up that way but he thought otherwise. It is true as he says that we are leaving the poles alone now but he failed to say that he had pulled them in some four or five feet thereby leaving a way around the mudhole.

It has always been and is now my policy to do everything possible t to keep the natives in good humor and working in cooperation with the depart- ment. The boys are instructed to be carsful and not damage or destroy any property off the right of way. They understand that such actions are sause for dismissal.

I will say that Mr° Lehnherr has a reputation for trouble making and has made his brags as to what we could do and could not do when we came to grading through his place. We have not got along that far however to test the case. I do not anticipate however that any thing will be said when we do grade there. More than ordinary precautions will betaken on this part of the work.

Yours truly,

Clement F. Waite

Clement F.Waite,
Resident Engineer.

MARSHFIELD DIV. OFFICE
MAR 10 1921

HOTEL OSBURN
EUGENE, OREGON

Eugene Or
Nov 4. 1921

FR #1

Crush Rock
Crush Rock 3½ Base
2 in 1" Mineral

Contract —

Heavy, Sketch
and special provisions
also estimates for Camas
Valley Roads, Sec. rocking,
Mr. Kelly & myself taken
when I was this afternoon
also letter from Wade
giving amount of damage
per and execute this shall
be increased 25%.
Time of completion on
Burg-Camas Sec. grading
shall be Nov 30 - 1921

Answer

Deposits

only the most
suitable material from each quarry
will be accepted

HOTEL OSBURN
EUGENE, OREGON

No 956

Sta 1013

Sta 1101

Sta 1198

1212

Sta 1280
Sta 0+00

Coos Co
Douglas Co.

Sta 445

Sta 180-184

Sta 217 to 221

Sta 238

Sta 266 to 269

Sta 384

Rock
3½ Base
1" Macadam

2" Crushed rock

1st Bid on all crushed rock

(Alternate) 2nd " " using Gravel on Six miles from Slater Cr, at Sta 445

⊗ Denotes acceptable Quarry sites.

⊗ " Gravel Bar (Stas)

either or both

Spec

following Sites — only. the most suitable material from each quarry will be [illegible]

MOTEL OSBURN
EUGENE, OREGON

## Special- Provisions

Crushed Sand Stone,
14' wide. Av. 9" deep.
Feather Edge

2 courses.
Base 5" 3½" Max Crusher run;
Top 4" ¾" Max allowable percentage.
¼" down in Topcourse 35%
Excess to be wasted

Bins to have vertical drop Battleboards

If gravel is used same sizes of rock and same debth of courses.

Road to be draged as gravel is applied, not allowing ruts to form during Progress of work.

Recomend $3.00 per yd for Base and $3.50 for Top.

19880 Co.yds Base @ $3.00 = $59,640.00
54670 " " Top @ 3.50 = 54,670.00
$114310.00
15% Profit 17146.
$131,456.00

Time Completion. Dec. 30. 1921

following Sizes — as nearly as the most suitable material from each quarry will permit

either or both

Crush Rock 3" and 3½" Base

Top 1" Mineral

(3½,000

Mix 3½" Crushed

2" Crushed

30%

deposits

following States — only the most suitable material from each quarry will be accepted.

| | | |
|---|---|---|
| Sec. | 1013 V° | Cass Co. |
| " | 1101 V | " " |
| " | 1198 V | " " |
| " | 1312 V | " " |
| " | 1812 V | Knight Co. |
| " | 1320 V | " " |
| " | 1385 V | " " |
| " | 2647 V | " " |
| " | 3104 | " " |

Same can still be refused.

Sold [illegible] at the above mentioned ✓
sale, pile valued thereon heretofore & hereby a
tendered in amount double, & the return
appraised to Plaintiff. Bond & this 25%
sale shall not be accepted.

In case a larger amount shall be
bid upon application & tender than can be
so accepted, bonded creditor will then
be given opportunity to increase his bid
to amount of the appraisement.
Plaintiff to be notified by mail, wire or Sheriff
officer.

Dec. 31-1921.

D. [illegible]

PR 21

Recorded
Mar 2 1922
Camas Valley Ranger Office

MARSHFIELD CIV. OFFICE

Camas Valley, Ore.
RECEIVED
FEB 17 1922
STATE HIGHWAY ENGINEER

Feb. 14, '22

C. A. Reid, Secretary
Salem, Ore.

Dear Sir: Yours of Feb 11 received. You say "I have information received that it would appear that the fence was taken down by the contractor for working in clearing the right of way."

Your information was not correct. I took the fence down at both ends of right of way through not to exceed 2 rods for the construction of spring, not exceeding 15 rods in all.

[illegible]

Clement Waite
Clement F. Waite.

[illegible] each lot. May 20 each.
F.W.

[illegible] the drainage req
[illegible] and drain tile

[illegible] as box drains o
[illegible] 10"x12" recto
[illegible] are of all

[illegible] which samples

[illegible] ber

[illegible] h unsuitable. 2-24-1922

[illegible] 26 - 1922

[illegible] rk but went out
[illegible] l material.
[illegible] oes come in.
[illegible] e a gang in in

3 to 25 / 420

As for [illegible] with Wilke I went to him where I is now. First threw down the poles and he said he couldn't [illegible] that [illegible] as well [illegible] drain [illegible]. Build [illegible] to [illegible]. [illegible] a very good [illegible] [illegible] plaster [illegible] [illegible] [illegible].

[illegible]

[illegible]

[illegible]

FORM A 1931-6-30

S. BENSON, PORTLAND, CHAIRMAN
[illegible]. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Senate-Conn-Vicinity

RECEIVED
MAR 1 1932
MARSHFIELD OFFICE

10PA-8PA Camas Valley, Ore. February 1932.

PR #19

Mr. W.E.Chandler,
Division Engineer
Marshfield, Ore.

Dear Sir:-

I have gone over the line quite thoroughly and noted the drainage req requirements. The following are the quantities of culverts and drain tile to be ordered or included rather in the estimate for macadam.

| | | |
|---|---|---|
| | Coos County | |
| 12" | corrugated iron pipe | 86' |
| 6" | drain tile | 1900' |
| | Douglas County | |
| 12" | corrugated iron pipe | 346' +26 = 372 |
| 6" | drain tile | 1600' |

372 / 86 / 460

I plan now on using the flooring for the two trestles as box drains o on the slopes at the end of the culverts. Plan a box or though 10"x12" rectangular in shape. There is enough material on hand to take care of all such requirements.

The following are the location of macadam material on which samples have been submitted and from which the rock can be used.

| | |
|---|---|
| 1013-0 | tested 5.50% abrasion good if nothing better |
| 1101-0 | no returns on test 5.68 - 6.53 |
| 1198-0 | 5.40% abrasion light traffic |
| 1212-0 | no returns 7.11 - 3.98 |
| ~~1262-63~~ | no returns very questionable as there is much unsuitable. 8.24 - 9.10 |
| 180-181 | no returns, Windy Point 6.55 - 4.26 |
| 183-184 | " " " " 15.35 - 11.83 |
| 217-221 | " " 7.11 - 5.68 |
| 266-269 | " " considerable unsuitable here. 6.26 - 10.22 |
| 238,239 | 11.2% abrasion Lazelle. |
| 383-384 | 9.90% " " light traffic. |

200

Station gang came in yesterday for the Sheep ranch work but went out again. Wanted free powder. Thwir price was $1.00 a yard on all material. As a result we are forced to move to Mystic Creek till a gang does come in. Plan on taking the bare necessities as MacVicars expects to have a gang in in a week or so.

Will have force account orders accompany this letter.

How about a letter from Acet re each lot. Say 20¢ each. C.F.W.

Yours truly,

Clement Fwaite

Clement F.Waite.

RR M

Camas Valley - Remote

February 4, 1921

Mr. W. H. Lehnherr,
Box 8,
Camas Valley, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of January 18th which I have referred to our Division Engineer for information on this subject.

From the information received it would appear that the fence was taken down by the contracting company's men in clearing the right of way and the boys deny chopping or defacing a trespass notice. Some times it is necessary to chop or mark the trees for reference but it is our general policy not to make the cuts any larger than necessary.

I would suggest that you talk this matter over with Mr. White when he returns and I am sure that these boys intend to do the right thing by you.

The writer has known Mr. White for a good many y ars and worked with him on several jobs and am certain that he would do nothing to harm an individual's property.

The inconveniences caused by construction operations are numerous and we must ask you to be patient, which I am sure the result will make worth while.

Very truly yours,

Secretary.

RAK:LH

RECEIVED
JAN 20 1921
HIGHWAY ENGINEER

But I

HERBERT HUNTE

N

)re.

uch that
that
slight

ay
p us
ht to

f and
,
nient
12 feet
he has
ered them

he job
pass
ference.
s fence.
ng the

re.

Law

D

ICE

HERBERT HUNN

ON

Ore.

much that
r that
e slight

my
ep us
ght to

ff and
r,
enient
12 feet
e he has
hered them

the job
pass
ference.
is fence.
ing the

ure.

Law

D

ICE

...IONERS

...SISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Camas Valley, Ore.
Jan. 25,1921.

Mr. W.E.Chandler,
Division Engineer,
Marshfield, Ore.

Dear Sir:

The letter of W. H. Lehnherr explains itself only, in as much that we did throw down the poles. Also that vehicles did not travel over that little strip of ground. Because, as it stated in his letter, of the slight bend (and being in a low place) just across a little bridge.

I know that the sled teams did not travel over it, and to my knowledge the packhorses did not. Then, why the poles if not to keep us and others from walking across there. I consider that we have a right to travel any place between the fences.

It could have been fixed very easily to keep the horses off and besides a person could travel along the road without crawling under, climbing over or walk around through the mud. Which is very inconvenient when carrying an instrument etc. The poles, or the outer ends were 12 feet from the fence (a rather wide strip of ground for a path). As it is he has pull in the outer ends about 6 feet, And therefore we have not bothered them for last 4 or 5 days.

About the other charges. At no time since I have been on the job has anyone of the Engineering force torn, chopped or defaced a trespass notice , or any other notice. The only trees that we chop is for reference. And for the fence. We would have no reason or cause to tear down his fence. I am rather certain that it was dowe by the Company's men in clearing the right-of-way last Spring.

We hve tried to avoid any trouble, and will do in the future.

Respectfully yours,

Chas. E. Law

R.A.F.
Herewith letter from Mr. Law who is in charge during Walter's absence, concerning attached letter.

RECEIVED
JAN 29 1921
... DIV. OFFICE

Form 44—5M—2-20

QUANTITY SHEET

STATE OF OREGON
HIGHWAY DEPARTMENT

PR 24

Estimate on Remote-Camas Valley to Jan. 20, 1921.

| | | | | | | |
|---|---|---|---|---|---|---|
| 91.6 % | Total | Clearing & Grubbing | Unit #1 | @ 10,000.00 | 9 | 160.00 |
| 96.5 % | " | " & " | Unit #2 | 13,000.00 | 12 | 545.00 |
| 29,589 | Cu. yds | Excavation | Unit #1 | 1.07 | 85 | 160.23 |
| 148,116 | " " | " | " #2 | 1.10 | 162 | 927.60 |
| 29,604 | Sta. yds | Overhaul | | .05 | 1 | 480.20 |
| 2698 | Lin. ft. | 12" Conc. Pipe | | 2.25 | 6 | 070.50 |
| 316 | " " | 18" | " " | 3.50 | 1 | 106.00 |
| 218 | " " | 24" | " " | 4.50 | | 981.00 |
| 138 | " " | 36" | " " | 7.25 | 1 | 000.50 |
| 11.3 | Cu. yds | Class "B" Concrete | | 58.00 | | 656.00 |
| 7.5 | " " | Rip Rap | | 3.00 | | 22.50 |
| 29.55 | M-FBM | Lumber & Timber | | 65.00 | 1 | 920.75 |
| 100 % | Lump | 60' Wood Truss | | 500.00 | 500.00 | |
| 39 | Lin. ft. | Cedar Log Culvert, 4x4 | | 6.50 | | 253.50 |
| 212 | " " | " " " | 4x5 | 7.25 | 1 | 537.00 |
| 76 | " " | " " " | 5x5 | 7.50 | | 570.00 |
| | | | | | 290, | 299.78 |

| | | |
|---|---|---|
| Pd Contractors Unit #1, State Exp | 51,026.17 | |
| Pd " " #2 " " | 70,309.87 | Last pd Jan 31, 1921. |
| Bills pd for Contractors | 43,543.19 | |
| State Expenditures for Const. | 119,073.89 | |
| | 284,563.07 | |

# OREGON STATE HIGHWAY COMMISSION

Marshfield, Ore.
Dec. 21, 1920
Box 151.

NOTED
H.N.

RECEIVED
DEC 23 1920

Herbert Nunn
State Highway Engineer
Salem, Ore.

Dear Sir:-

Herewith correspondence regarding closeing of Coos Bay-Roseburg work for the winter.

My position, as stated to Mr. McVicar, is that he is directly responsible to you for the economical handling of this work and have written him and told him verbly, that he may close whenever, in his opinion, it is more economical to close and open up again, than it is to proceed during the rainy season.

From an engineering stand point, he will not be allowed to make fills, which sluff off as fast as they are made, or where a borrow will be required to complete fills, which would not be required in ordinary weather.

I feel that Mr. McVicar is continuing the work, because, in his opinion, it is as cheap to proceed as it is to close and open up again in the spring. This was my opinion the last time I walked over the job.

There is no day labor on this job now, but have about 85 Station men, whose contracts were signed some time ago, before the heavy rains, with the exception of two. To close the job now would, as you know, place us in a bad position with those men as long as they want to proceed.

If you have any suggestions, would appreciate hearing from you.

Yours respectfully,

W E Canee

Division Engineer.

WEC/L
cc to Waite
cc to McVicar

FORM 4 SM-7-20

S. BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

10P4

Camas Valley, Ore. Dec' 20, 1920

RECEIVED
DEC 22 1920
STATE

Mr. Herbert Nunn,
State Highway Engineer.
Salem, Ore. via Marshfield, Ore.

Dear Sir:-

I very stringly recommend that the work on the John Hampshire contracts, on the Coos Bay-Roseburg Highway be shut down for the remainder of the winter and until spring.

Under the present weather conditions it is practically impossible to accomplish anything and such work as is done is not entirely satisfactory. Fills are daily brought up to grade only to go back the next day and find them all sluffed away.

Aside from the construction difficulties it is more than a loosing proposition for the contractor in maintaining camps and getting the supplies to the camps. Any money made off the station men is more than eaten up in this feature of the game. Supplies and powder are handled between camps either by pack horse or on stone boats and in all likelihood these supplies will have to be brought to the headquarters camp by pack horse.

At the present time we have four station gangs who have been here for some time. Of these one is as near finished as can be done this winter and will get away some time next week, I hope. The others are not through with their contracts and to finish them entire would take three or four weeks. In addition to these there are two other gangs which came in recently, one the first of Dec. and the other the seventh.

Yours truly,

Clement F. Waite,
Resident Engineer.

cc to
W.E.Chandler,
John Hampshire & Co.

COPY

Marshfield , Ore.
Dec. 15, 1920
Box 151.

Clement F. Waite
Resident Engineer
Camas Valley, Ore.

Dear Sir:-

Your letter to Mr. Nunn via Marshfield Ore., will be held in this office for future reference.

You will instruct Superintendent McVicars to cease operations on work, the fills of which are sluffing away as fast as they are being made, as stated in your letter, or where the yardage which is being required to make the fills is positively greater than in ordinary weather. Keeping in mind the fact that the period of realy dry weather is short and that much work must therefore be done in the rainy season.

I informed Mr. McVicar on my last trip that the State Engineering Department would not require him, as State Superintendent, fighting Contractors battles, to continue work if he found it a losing game, and in fact gave him permission to stop at any time.

You will therefor, stop any station gang where the fill they are making is sluffing away so that a borrow is being required or will be required to complete the fill, remembering that a reasonable amount of refill is expected on station work no matter when the work is done.

It will be necessary for you to handle each station job by itself as the condition arrises.

I suppose Mr. McVicar is trying hard to keep going and figure the loss he is now sustaining by reason of excessive cost for running camp is less than the cost would be to disorganize the work and again organize the job in the Spring. In this he is probably correct, therefor, we do not want to stop any work unless it is entirely impractical to proceed.

Yours very respectfully,

WEC/L

Division Engineer.

COPY

Marshfield, Ore.
DEC. 15, 1920
Box 151.

Mr. J. D. McVicar
Camas Valley, Ore.

DEC 23 1920

Dear Sir:-

I am informed by Resident Engineer Waite, that conditions caused by the heavy rains, are steadily getting worse. I talked this job over with Mr. Nunn the last time I was in Salem, and he agreed with me that we should not require you to continue through the Winter, but that you may close camps and finish when Spring comes, at you own discretion. It is my opinion that you will not continue the work when, in your opinion, it is costing more than it would to close camp and disorganize, and then reopen camps and reorganize again in the Spring.

I feel you are in a better position to judge this phase of the procedure than any one else, and believe this is the opinion held by Mr. Nunn.

We are now way ahead on rainfall in this section and expect less the latter part of the Winter. The work here is still going along as are the jobs at Port Orford.

Yours respectfully,

WEC/L

Division Engineer.

November 26, 1920.

P. R. 29.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

I am in receipt this date of a report from W. E. Chandler, Division Engineer, stating that the line changes requested near Sta. 29-0 on the Coos Bay-Roseburg Highway have been made.

Respectfully yours,

State Highway Engineer.

HM:HI

# OREGON STATE HIGHWAY COMMISSION

Marshfield, Ore.
Box 151.
Nov. 23, 1920

ANSWERED
[illegible]

Herbert Nunn
State Highway Engineer
Salem, Ore.

Dear Sir:-

Herewith letter from C. F. Waite, Resident Engineer, explaining in detail the condition existing at Station 29 on the Coos Bay-Roseburg Highway to which attention has been drawn by Bureau of Public Roads. I have personally gone over the ground and approved of the change.

Yours respectfully,

WEC/L

W. E. Chandler
Division Engineer.

[illegible]
NOV 25 1920
NOTED
C. C. KELLEY

# OREGON STATE HIGHWAY COMMISSION

Camas Valley, Ore. Nov. 18, 1920

10PA

Mr. W.E.Chandler, Div. Engr.
Marshfield, Ore.

Dear Sir:-

I am enclosing herewith a sketch of the line in the vicinity of station 29-0. The original location was ~~thrown~~ changed and the line thrown into the hill on account of the slopes going ove r a 15' cliff into the river between 27-0 and 28-38. To keep out of as much excavation as possible the curvature was increased considerably as is shown.

Since this work was opened up ~~and~~ I had noticed that it looked bad and was considering a change because we were narrow between 28+50 and 29-0 but thought we might have sufficient material to make the fill. On Nov. 5th when Mr. Morris came along he asked that we take out some of the kinks at this point. After leaving him I came back and instructed the foreman to go back 8' on the point. This was done and on Nov. 13 while down there I found that we had not gone back enough to have full roadbed as a couple of stumps had slid off the edge taking the road bed with them and there was not enough material to make this fill without robbing at another place. Consequently I or dered the foreman to go back still further, about 4' at 29+0 and to continue the widening to the next curve, at which point to be 1' extra wide. This line has not been run as yet but will be at the time finishing stakes are set.

Yours truly,

Clement F.Waite

Clement F.Waite.
Resident Engineer.

RECEIVED
NOV 20 1920

# OREGON STATE HIGHWAY COMMISSION

Camas Valley, Ore. Nov. 18, 1920

1OPA

Mr. W.E.Chandler, Div. Engr.
Marshfield, Ore.

Dear Sir:-

I am enclosing herewith a sketch of the line in the vicinity of station 29-0. The original location was ~~xxxxx~~ changed and the line thrown into the hill on account of the slopes going ove r a 15' cliff into the river between 27-0 and 28-38. To keep out of as much excavation as possible the curvature was increased considerably as is shown.

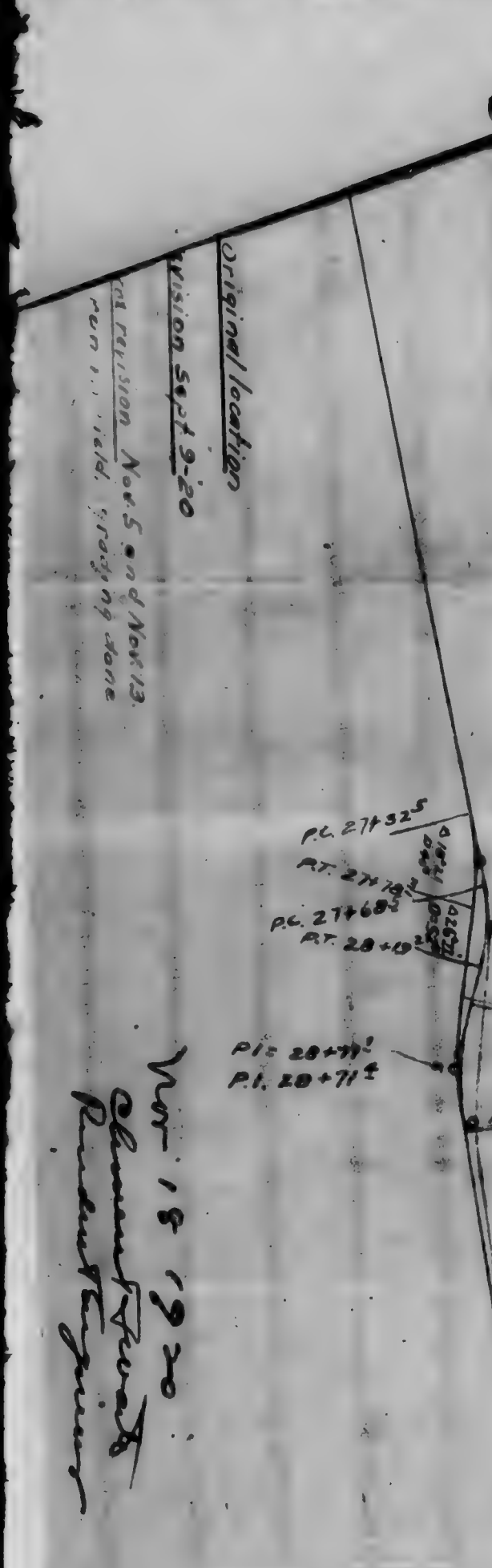
Since this work was opened up ~~xxx~~ I had noticed that it looked bad and was considering a change because we were narrow between 28+50 and 29-0 but thought we might have sufficient material to make the fill. On Nov. 5th when Mr. Morris came along he asked that we take out some of the kinks at this point. After leaving him I came back and instructed the foreman to go back 8' on the point. This was done and on Nov. 13 while down there I found that we had not gone back enough to have full roadbed as a couple of stumps had slid off the edge taking the road bed with them and there was not enough material to make this fill without robbing at another place. Consequently I or dered the foreman to go back still further, about 4' at 29+0 and to continue the widening to the next curve, at which point to be 1' extra wide. This line has not been run as yet but will be at the time finishing stakes are set.

Yours truly,

Clement F.Waite

Clement F.Waite.
Resident Engineer.

RECEIVED
NOV 23 1920




Nov. 15, 1920.
Chief Engineer
Reclamation Service

ber 12, 1920.

P. R. 29.

the Bureau of

station 29.

it is conspicuous

ter your early

y Engineer.

Copy of Parrott's letter sent Chandler

November 12, 1920.

P. R. 29.

Mr. W. E. Chandler,
Division Engineer,
Marshfield, Oregon.

Dear Sir:

I am in receipt of a letter from the Bureau of Public Roads, requesting a line change near station 29. They state that this is a sharp point, that it is conspicuous and dangerous. Will you please give the matter your early consideration.

Respectfully.

State Highway Engineer.

HN:HI

Ctf Burrells letter sent Chandler

November 13, 1920.

F. H. A. 29

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

I am in receipt of your letter in regard to Federal Aid Project No. 29, and note that you request a line change near Sta. 29. I have referred this matter to the Division Engineer with a request that the matter be immediately investigated and, if possible, to make the change you suggest.

Respectfully,

State Highway Engineer.

HW:HI

ANSWERED
HERBERT NUNN

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

November 9, 1920.

RECEIVED
DISTRICT ENGINEER

State Highway Commission,
Salem,
Ore.

Re Oregon Fed. Aid project #29.

Gentlemen:-

Inspection has just been made of above project by an engineer from this Bureau. Particular attention was given to that portion of the project between Station 1275 in Coos County and Station 40 in Douglas County which was the subject of considerable discussion at the time we approved the plans, specifications and estimate. We are pleased to note that a very good location has been secured over this section with the revisions made by your engineer, with the exception of one place at or near Station 29 where a bad condition exists due to a sharp reverse curve which leaves a point extending out into what would otherwise be a very nearly straight line. As this sharp point is so conspicuous and even dangerous and, if left as it is, will always be an object of adverse comment, the request was made to your Resident Engineer that the point be cut back even at the expense of a little extra yardage, as we feel that the additional expense is fully justified by the results to be obtained.

We will be pleased to have you give the matter your immediate attention to the end that the best possible line may be obtained.

Yours very truly,

E. A. Rhucce

District Engineer.

Nov. 9, 1920.

Mr. Clement P. Waite,
Resident Engineer,
Camas Valley, Ore.

File

Dear Sir:

We are today informed by the Bridge Department that the Rock Creek Bridge has been completed in an acceptable manner and the final payment to the sub-contractor is authorized.

Due to the fact that the contractor in the construction of this bridge, used rough timber instead of planed, in the truss members, a deduction of $25.00 will be made on the contractor's final estimate, and this should be taken into consideration in the settlement between the main contractor and the sub-contractor. No other deductions will be made in connection with this particular structure.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET

c. c. to W. E. Chandler.

OREGON PROJ. NO.—29

Copy for State Highway Department

B-1

October 25, 1919.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On October 23 the Secretary of Agriculture approved Oregon project statement No. 29, involving the improvement of 14.8 miles of the Roseburg-Coos Bay Highway in Douglas and Coos Counties at an estimated cost of $594,066.00, and on which Federal aid to the extent of $20,000.00 per mile is requested.

Very truly yours,

Chief Engineer.

lob-lhs

JOHN HAMPSHIRE

M. S. BOSS

# JOHN HAMPSHIRE & CO.
CONTRACTORS

HERBERT NUNN
1920

Wire

REPLY TO Mystic Creek Oct.20th 1920

Mr Herbert Nunn
State Highway Engineer
Salem Ore.

Dear Sir:-

Owing to the continued rains of the past five weeks, the progress made by steam shovels on this work, has been so unsatisfactory, that I deem it to be to the best interest of everyone concerned, that further efforts be discontinued. In view of this decision on my part, and having in mind your conversation with me by telephone, on the 14th, I have already taken steps to disorganize the camps at Rock Creek and Mystic.

Our inability to continue the steam shovel work, will mean that the completion of contract will carry over into another season, but I think you will agree that the best efforts have been put forth, and that only the unprecedented weather conditions are responsible for failure to complete by the first of January as scheduled.

Since September 9th, (40 days) there has been rain on all or part of 26 days. On those intervening days on which it did not rain, the conditions due to mud were such that very little could be done, account difficulty of getting output away from shovels. Efforts were made to keep both shovels on work that involved only casting, but even this could not be satisfactorily accomplished.

It is now my purpose to put on two or three additional gangs of stationmen, and which I am confident can be done within the next ten days, or such a matter. By doing this, everything in Douglas county, excepting about a half mile of light team work, in the vicinity of Lehnherr's sheep ranch, would be cleaned up this fall and winter. In Coos county, I think that we can clean up everything excepting about 10,000 yards between 1105 and 1160.

If you will be in Salem on next Saturday or Monday, I would like to meet you there and go over the situation in some detail. Will you kindly advise me by wire if this would be convenient and agreeable.

Yours very truly,

Supt of Construction.

September 13, 1920

P. R. 29

Pacific Telephone & Telegraph Company,
Roseburg, Oregon.

Gentlemen:

This letter is to advise you that the work on the John Hampshire contract on the Reedsport-Camas Valley Section of the Roseburg-Coos Bay Highway, has now been taken over by the State and as such that job is exempted from the payment of war tax on telephone and telegraph messages as provided in the Federal law exempting State and municipal governments from the payment of war tax.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:LM

cc. Mr. J. D. McVicar, Camas Valley, Oregon.

M. S. BOSS

# JOHN HAMPSHIRE & CO.
CONTRACTORS

REPLY TO Camas Valley, Ore.
September 9, 1920

RECEIVED
SEP 13 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

If in order, would you kindly notify the Pacific Telephone & Telegraph Co. at Roseburg that this job is ~~exempt~~ exempt from payment of War Tax on messages.

Yours truly

John Hampshire & Co.

By J. H. MacVicar

JI

ANSWERED
F. T. J. KLEIN

Sept. 6, 1920.

Mr. C. H. Purcell,
Division Engineer,
Bureau of Public Roads,
Portland, Oregon.

File P. R. - 29

Dear Sir:

We are in receipt of your letter of the 3rd inst. requesting certified correspondence relative to the State taking over the work on the Remote-Camas Valley Section, Oregon Federal Aid Project No. 29.

We are enclosing herewith two certified copies of each of the following exhibits; -letter from John Hampshire & Company dated July 29th, 1920; letter from John Hampshire & Company dated August 2nd, 1920; excerpt from the minutes of the State Highway Commission meeting of August 10th, 1920.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore .F .A .29 .

September 3, 1920.

RECEIVED
SEP 4 1920.
ENGINEER

State Highway Commission,
Salem,
Ore.

Gentlemen:-

We are in receipt of Mr. Nunn's letter of the 2d inst. regarding the annulment of contract for Oregon Federal Aid project No. 29. The Bureau of Public Roads requires formal papers covering this matter and we would be pleased to have you furnish us in duplicate with a certified copy of the correspondence relating thereto.

Very truly yours,

District Engineer.

September 2, 1920.

P. R. 89.

Bureau of Public Roads,
P. O. Box 4167,
Portland, Oregon.

Gentlemen:

The contractors, John Hampshire & Co., on the Remote-Camas Valley job, Federal Aid project No. 39, recently requested the State Highway Commission to suspend their contract and proceed under state superintendence, giving as their reason financial difficulties.

After investigation, the State Highway Commission decided that the contractors were unable to complete their contract and we have taken over the contract and placed a superintendent in charge, the work to be completed by the state using the contractor's equipment.

When this work is completed, the contractors will be given credit for the number of units moved at bid prices and this will be balanced against the cost to the state. If there is a difference between the cost and bid prices in favor of the contractor, he will be paid the difference, and if there is a difference between the cost and the bid prices showing a loss to the state, the surety will be held for the difference.

Our authority for handling the work in this manner will be found on page 7 of the contract under the sub-heading "Annulment of Contract."

Respectfully yours,

State Highway Engineer.

HH:HI

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. F.A.29.

August 31, 1920.

ANSWERED
HERBERT NUNN

State Highway Commission,
Salem,
Ore.

Gentlemen:-

In conversation with Mr. Nunn recently he told me that the State had released the contractor on the Remote-Camas Valley job, Federal Aid project No. 29, and that Mr. McVicar has been appointed superintendent of construction for the State Highway Department to complete the project.

This is a matter in which we, of course, are concerned and I would like to have you advise me in regard thereto so that our records will be complete. If my understanding is correct I would be pleased to have you give your reasons for releasing the contractor.

Very truly yours,

C.H. Purcell

District Engineer.

Excerpt from the minutes of the State Highway Commission meeting of August 10, 1920.

A communication of the John Hampshire Company, addressed to the Highway Commission, stating that on account of lack of finances the company was unable to proceed further with their contract for the construction of the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway in Douglas and Coos Counties, and requesting the Commission to take charge of the work under the terms of the contract, was considered by the Commission.

Mr. Munn reported with reference to said communication that under the terms of the agreement he had suspended the contract and had taken over the work and all of the contractor's equipment, which equipment amounts to approximately $70,000.00, and that he had placed in charge of said work J. D. MacVicar, at a salary of $350.00 per month and expenses, to be carried as an item of expense against the job. He also reported that in conjunction with the taking over of said work and said contract, he had made arrangements with the Grants Pass Banking Company of Grants Pass, to take care of, and pay all claims against the said job; said claims to be first approved by said J. D. MacVicar; the bank to be reimbursed by the State Highway Commission for moneys actually paid out for claims approved as stated.

After the work covered by said contract has been fully completed, a final account will be prepared stating the amount earned by the contractor based upon the contract schedule of unit prices. If there remains a balance after the payment of all costs and expenditures connected with said work, it shall be turned over to the said contractor, but should a deficit exist, the deficit is to be charged to the contractor, and may be recovered out of the equipment, or out of the surety. Mr. Munn then asked that the Commission approve his action, and after being advised by the attorney that Mr. Munn had proceeded regularly and lawfully and within the provisions of the contract, the following action was taken by the Commission:

Moved by Mr. Booth and seconded by Mr. Kiddle that the request of John Hampshire Company be granted, and the action of the engineer with relation to the taking over of the contract with John Hampshire Company for the construction of the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway be approved, and the engineer is authorized and directed to handle said work in confirmity to the plans outlined in the engineer's report.

The above motion was declared carried by the Chairman.

STATE OF OREGON )
) ss.
COUNTY OF MARION)

I, Roy A. Klein, Secretary of the Oregon State Highway Commission, do hereby certify that the foregoing copy of the part of the minutes of the Oregon State Highway Commission, relating to the action of the Commission in the matter of the John Hampshire Company contract, as the same appears in the minutes of August 10, 1920, entered in Volume V of the minute book, wherein all official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of September, 1920.

Secretary
Oregon State Highway Commission

PR
27

616 616

Grants Pass Ore. August 2nd. 1920.

State Highway Commission,
Salem Ore.

Gentlemen:

Referring to our letter of July 29th. regarding the two contracts for units No.1 and No.2 of the Remote-Camas Valley section of the Coos Bay-Roseburg Highway.

We are informed by Attorney Devers that our former letter was not in proper form.

We wish now to inform you that we are unable to proceed on account of insufficient finances, and would kindly ask that the State proceed with the construction under the terms of our contract, by suspension.

The undersigned Surety hereby Consents to this arrangement.

JOHN HAMPSHIRE & COMPANY

BY JOHN HAMPSHIRE
Contractor

M. S. BOSS
Surety

Received Aug. 10. 1920.
State Highway Engineer.

I hereby certivy that this is a true and correct copy of the above letter.

Office Engineer.

Portland, Ore. July 29, 1920.

Received July 31, 1920.
State Highway Engineer.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to the two contracts for units No. 1 and No.2 of the Remote-Camas Valley section of the Roseburg, Coos Bay Douglas County Highway;

We have completed approximately six miles of the above contracts out of a total of fourteen miles. We have on the job two steam shovels which together with the livestock, cars, track, compressors, small tools, camp equipment and machinery is easily worth $70,000.00. Due to the present stringency in the money market it is impossible for us to borrow the additional funds necessary to carry on this work. We have put into this work $59,000.00 of which $35,000.00 belongs to our Mr. John Hampshire. We feel confident the job will pay out but as above stated we cannot finance the operation without assistance from the State. If you will so change the contracts that the State will pay the payroll, and supply and material accounts we will carry the work on and complete it. Whatever is left over after you have been reimbursed will be ours.

The undersigned Surety hereby consents to the above arrangement.

JOHN HAMPSHIRE & COMPANY

BY JOHN HAMPSHIRE
Contractor.

M. S. BOSS
Surety.

I hereby certify that this is a true and correct copy of the above letter.

Office Engineer.

August 20, 1920

P. E. 29

Agent,
Southern Pacific Railroad,
Dillard, Oregon.

Dear Sir:

Please be advised that the construction contract for the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway held by the John Hampshire Company, has been suspended and the State of Oregon is now handling this work.

Under the law the State is exempt from paying war tax on freight consignments and we would request that you honor freight exemption certificates on consignments to this job when executed by a representative of this Department.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

August 12, 1920.

P. E. 20.

Mr. Charles Hall,

Marshfield, Oregon.

Dear Sir:

I am very sorry to inform you that Mr. Hampshire has placed his work in the hands of the state. I have placed Mr. J. D. MacVicar, one of the best construction men in the Northwest, in charge of this work, with orders to complete this work as soon as possible.

The matter of graveling will be taken up at the next meeting and I am of the opinion that we will do it force account, taking gravel from the Coquille River.

Very truly yours.

State Highway Engineer.

HH:HI

FORM 5A 20-2-06

HERBERT NUNN
STATE HIGHWAY ENGINEER

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM July 31, 1920.

~~410 248.~~

Remote - Conner Valley

Members of the State Highway Commission.

Gentlemen:

The attached is a copy of a letter received this date from the John Hampshire Company and is forwarded to you for your information.

Very truly yours,

Roy A. Klein

Secretary.

RAK:HI

Portland, Oregon July 29, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to the two contracts for units No. 1 and No. 2 of the Remote-Camas Valley section of the Roseburg, Coos Bay Douglas County Highway;

We have completed approximately six miles of the above contracts out of a total of fourteen miles. We have on the job two steam shovels which together with the livestock, cars, track, compressers, small tools, camp equipment and machinery is easily worht $70,000.00. Due to the present stringency in the money market it is impossible for us to borrow the additional funds necessary to carry on this work. We have put into this work $59,000.00 of which $35,000.00 belongs to our Mr. John Hampshire. We feel confident the job will pay out but as above stated we cannot finance the operation without assistance from the State. If you will so change the contracts that the State will pay the payroll, and supply and material accounts we will carry the work on and complete it. Whatever is left over after you have been reimbursed will be ours.

The undersigned Surety hereby consents to the above arrangement.

John Hampshire & Company

(Signed) By John Hampshire
Contractor.

(Signed) H. S. Boss.
Surety.

July 16, 1920

John Hampshire & Company,
Grants Pass, Oregon.

Gentlemen:

I wish to acknowledge receipt of your letter of July 15th inquiring about estimate on Unit No. 1, Rogue-Canna Valley contract. Our records show that estimate for Unit No. 1 was paid with warrant No. 36299, and Unit No. 2 with warrant No. 36300, both of which were mailed out to you on July 13th in one envelope and we have the returned registry card. It is probable that you overlooked this from the fact that they were both in the same envelope.

Yours truly,

Secretary.

MAK:LH

JOHN HAMPSHIRE & COMPANY

Grants Pass Ore. July 15th. 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem Ore.

Dear Sir:-

We have as yet failed to receive for our signature July 5th. Estimate Unit #1 Remote-Camas Valley Contract.

We are calling your attention to this from the fact that we received for signature and returned to your Office the Estimate covering Unit #2 of the same contract, and fear perhaps it has been overlooked.

Very Truly Yours,

John Hampshire & Co.

By John Hampshire

JOHN HAMPSHIRE & COMPANY

"IT'S THE CLIMATE"

Grants Pass Ore. July 15th. 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem Ore.

Dear Sir:-

We have as yet failed to receive for our signature July 5th. Estimate Unit #1 Remote-Camas Valley Contract.

We are calling your attention to this from the fact that we received for signature and returned to your Office the Estimate covering Unit #2 of the same contract, and fear perhaps it has been overlooked.

Very Truly Yours,

John Hampshire & Co.

By John Hampshire

# OREGON STATE HIGHWAY COMMISSION

Camas Valley, Ore. July 8,1920.

1OPA

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

There has been three or possibly four fires that have gotten off the right of way since the closed season began, June 1st, but in all instances were immediately taken care of and put out without any damage whatsoever. Theworst one was on June 1st at Rock Creek and the whole crew was out fighting it a couple of hours that night.

I took the matter up withthe ranger or guard this afternoon and got detailed information about the fires reported. Except the one noted above I was unaware that any had gotten away since the season began. This ranger terms any fire whatsoever a forest fire so that even a camp fire might come under the head of forest fire. However there has been no burning at all for the last two weeks.

This ranger is a local man and he feels his authority and has a chip on his shoulder so that I am not surprized at his reports. One of the company foremen had a few words with him very early after he began patrolling which may also have something to do with the report.

I havetaken this up with the Superintendent and will do so with Mr. Boss as soon as he comes on the job again.

Yours truly,

Clement F. Waite

Clement F.Waite,
Resident ENgineer

JUL 10 1920

July 7, 1920.

Clement F. Waite,
Resident Engineer,
Camas Valley, Oregon.

Dear Sir:

State Forester Elliott informs us that four forest fires have resulted during the past few weeks from the operations of the contractor between Camas Valley and Remote, and he requests us to take some action to prevent the starting of more fires.

We have no authority in this connection, but I would suggest that you talk with Mr. Boss in regard to this matter, and see if some precautions can not be taken which will eliminate the possibility of starting fires. The danger from these fires will increase as the season advances, and the results may be very disastrous.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

HH:HT

c. c. to Wm. G. Strohmeyer.
" " H. L. Chandler.

PR

July 7, 1920.

John Hampshire & Co.,
Grant's Pass, Oregon.

Gentlemen:

The State Forestry Department informs us that four forest fires have resulted from your grading operations between Remote and Gumms Valley, and State Forester Elliott has requested that we take some action to prevent the occurrence of more of these fires. While we have no authority in this matter, and the responsibility rests entirely with your company, we believe that the prevention of fires is a very important matter, and should be given your attention. The danger from forest fires will increase as the season advances.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET

July 3, 1920.

P. R. - 29

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir;

Herewith we are enclosing four copies of voucher in the amount of $13,856.63, covering work done to June 20 on the Remote - Camas Valley Section Oregon Federal Aid Project No. 29.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

FORM 4 . 1918-11-19

STEVENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PR 24

Camas Valley, Ore. May 21, 1920.

1CPA

Mr. Herbert Nunn,
State Highway Engineer:
Salem,Ore.

Dear Sir:-

Replying to your letter of April 24 in regard to headwalls for culverts on this job will say that I have delayed answering am that I might report on prices. I have taken this matter up several times with the contractor himself but he is not inclined to give any price other than force account and is anything but anxious for that. There are no materials available for concrete short of a twenty mile haul and such rock as we have here for rubble masonry is not of good quality.

Attached hereto is a table giving the quantities required for headwalls of the several different types. In addition to these quantities there would b be at least 1000 yards of additional excavation for which the contractor would want an increase in price for handling since these headwalls would of necessity have to be placed after the grading is completed.

Rubble headwalls for the two counties of the State design at the price b bid for rubble masonry would cost $5975.00 while the Federal Aid requirements would cost $6667.00. Concrete: State plans $10100, Fereral Aid $16600.00, I am certain that the contractor would not consider prices on the headwalls of less than ~~within~~ 50% ^ of those which he bid last fall.

From the fact that we are using Iron pipe culverts on this job I beleive it would be economy to ~~am~~ leave the Headwalls off and use such money in getting a road. Latter, when paving, or when renewing the culverts transportation will be easier and the headwalls can be installed much cheaper.

Yours truly,

Clement F. Waite

Clement F.Waite,
Resident Engineer.

copy to W.E.Chandler.

ANSWERED
S F Prichard

...ENDLETON } COMMISSIONERS

...EIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

## Headwalls for Culverts,
## Remote-Camas Valley Section
## Coos Bay-Roseburg Highway.

| Size | Number | State & County | | Federal Aid | |
|---|---|---|---|---|---|
| | | Rubble | Concrete | Rubble | Concrete |
| **Coos County** | | | | | |
| 12" culverts | 78 | 85 cy | 63 cy. | 115 cy | 100cy |
| 18" " | 4 | 8 | 6 | 11 | 9 |
| 24" " | 4 | 11 | 8 | 17 | 15 |
| 36" " | 2 | 10 | 7 | 17 | 15 |
| Total | | 117 | 84 | 160 | 139 |
| 10% contingencies | | 12 | 8 | 16 | 14 |
| Total | | 139 cy. | 92 | 176 | 153 |
| **Douglas County** | | | | | |
| 12" culverts | 103 | 117 cy | 82 | 152 | 132 |
| 18" | 7 | 13 | 10 | 18 | 16 |
| 24" | 2 | 5 | 4 | 8 | 8 |
| 36" | 1 | 5 | 4 | 8 | 7 |
| Total | | 141 | 100 | 186 | 163 |
| 10% contingencies | | 14 | 10 | 19 | 16 |
| Total | | 155 | 110 | 205 | 179 |

...NMAN } COMMISSIONERS
...NDLETON }

...EIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

## Headwalls for Culverts,
## Remote-Camas Valley Section
## Coos Bay-Roseburg Highway.

| Size | Number | State & County | | Federal Aid | |
|---|---|---|---|---|---|
| | | Rubble | Concrete | Rubble | Concrete |
| **Coos County** | | | | | |
| 12" culverts | 78 | 86 cy | 63 cy. | 135 cy | 100cy |
| 18" " | 4 | 8 | 6 | 11 | 9 |
| 24" " | 4 | 11 | 8 | 17 | 15 |
| 36" " | 2 | 10 | 7 | 17 | 15 |
| Total | | 117 | 84 | 160 | 139 |
| 10% contingencies | | 12 | 8 | 16 | 14 |
| Total | | 139 cy. | 92 | 176 | 153 |
| **Douglas County** | | | | | |
| 12" culverts | 103 | 117 cy | 82 | 152 | 132 |
| 18" | 7 | 13 | 10 | 18 | 16 |
| 24" | 2 | 6 | 4 | 8 | 8 |
| 36" | 1 | 5 | 4 | 8 | 7 |
| Total | | 141 | 100 | 186 | 163 |
| 10% contingencies | | 14 | 10 | 19 | 16 |
| Total | | 155 | 110 | 205 | 179 |

April 27, 1920.

File : P.R. No. 29

Mr. C.F. Waite,
Camas Valley, Oregon.

Dear Sir:

On your February estimate, for Unit No. 1 of the Remote-Camas Valley Section, you listed under materials on hand 12" Corrugated Galvanized Iron Pipe in the amount of $2,706.60. On your March estimate, no 12" Corrugated Iron Pipe was listed as material on hand, and none shown as having been placed during the month. Assuming that this item had been erroneously omitted, it was added to your estimate in this office, and you were advised to this effect. On your April estimate, the item is again omitted, and we are, therefore, assuming that the quantity of pipe shown as material on hand in your February estimate was not delivered, and was shown on that estimate in error. We are accordingly deducting from this month's pay voucher the amount covered heretofore to cover this item, namely, $2,706.60.

The same condition applies to 12" and 36" Corrugated Iron Pipe in connection with Unit No. 2, and we are deducting from the estimate voucher for that unit the amounts of $738.50, and $558.00 to cover these two items.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHO-HH

April 26, 1920.

PR
29

Mr. C. F. Waite,
Camas Valley, Oregon.

Dear Sir:

We are enclosing herewith a copy of a letter from the Bureau of Public Roads with reference to the revision in alignment between Station 0 /00 and Station 40, of the Douglas County Unit of the Remote-Camas Valley Project. You will note that this letter authorizes construction upon the location originally proposed by you.

Very truly yours

Herbert Nunn,
State Highway Engineer,

By

Office Engineer.

SHP-HM

C.C. to W.E.Chandler

April 26, 1920.

PR 29

John Hampshire & Co.,

Grants Pass, Oregon.

Gentlemen:

Reference is made to your letter of April 19, in the matter of extra clearing.

We have been in correspondence with our Division and Resident Engineers on this matter and they report that but very little clearing has been done outside of the 60 ft. right of way. In some cases where the slopes have extended beyond the right of way, the contractor has been required to remove the down logs and brush, but has not been required to cut standing timber, and that there have been no places where additional clearing has been required due to line changes.

We have looked up your original proposal blank and find no record of a notation having been made that the bid was for 60 ft. only. However, it has been our general policy to pay extra for clearing required outside of the 60 ft. strip, and since it is the opinion of our engineers that very little will be required, it is proposed that this matter be left open for adjustment until the close of the job when the extra clearing can be measured complete and an equitable adjustment can be made.

Very truly yours,

Secretary.

RAK:HI

cc W. E. Chandler

# JOHN HAMPSHIRE & COMPANY

"IT'S THE CLIMATE"

[illegible], Ohio.,

[illegible] 20[illegible], 19[illegible].

[illegible],

[illegible],

[illegible],

[illegible], Ohio.

[illegible]:

[illegible] 1920

[illegible]

[illegible] did not

[illegible] bid

JOHN HAMPTON

1-JK

April 24, 1920.

File: P.R. No. 29

Mr. Clement F. Waite,
Coos Valley, Oregon.

Dear Sir:

We have your letter of April 21st in regard to headwalls for pipe culverts in connection with the Remote-Coos Valley work. In order that this matter may be passed upon more intelligently and taken up with the Bureau of Public Roads, we would like to have you submit an estimate of the quantities involved, and a statement in regard to material available for Rubble Masonry headwalls. Would also suggest that you talk over with Mr. Hampshire's superintendent the matter of cost of putting in both concrete and rubble masonry headwalls, with a view to arriving at a unit price which would be acceptable to the contractor.

Very truly yours,

HERBERT NOB.,
State Highway Engineer.

By

Office Engineer.

SHP-RM

C.C. to W.E.Chandler

FORM 4 1040-11-20

S. BENSON, PORTLAND, CHAIRMAN
N. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

PR
24

Box 151
Marshfield, Ore.
April 24, 1920.

Subject: Clearing on the Remote-
Camas Valley Section.

Mr R. A. Klein
Asst. Engr.
Salem, Ore.

Dear Sir:

Herewith letter from Res. Engr. Waite giving his position regarding extra clearing.

From what I have seen there has been little clearing done outside of the 60 foot strip. However will go over the work carefully before the final estimate for extra clearing made, and if an adjustment seems necessary and fair we will make it.

Yours very truly,

Division Engineer.

RECEIVED
APR 24 1920

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

NOTED H.M.

POST OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 29.

April 23, 1920.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of April 17th, relative to line changes on Oregon Federal Aid Project No. 29.

Mr. Morris, who recently made an inspection of the project, reports that the original location with the revisions that you have made is satisfactory, and we will not ask you to furnish us any more details supporting the report that you have submitted with the letter above referred to. We, of course, withhold the right to make such suggestions or recommendations as may seem advisable in the future.

Yours very truly,

District Engineer,

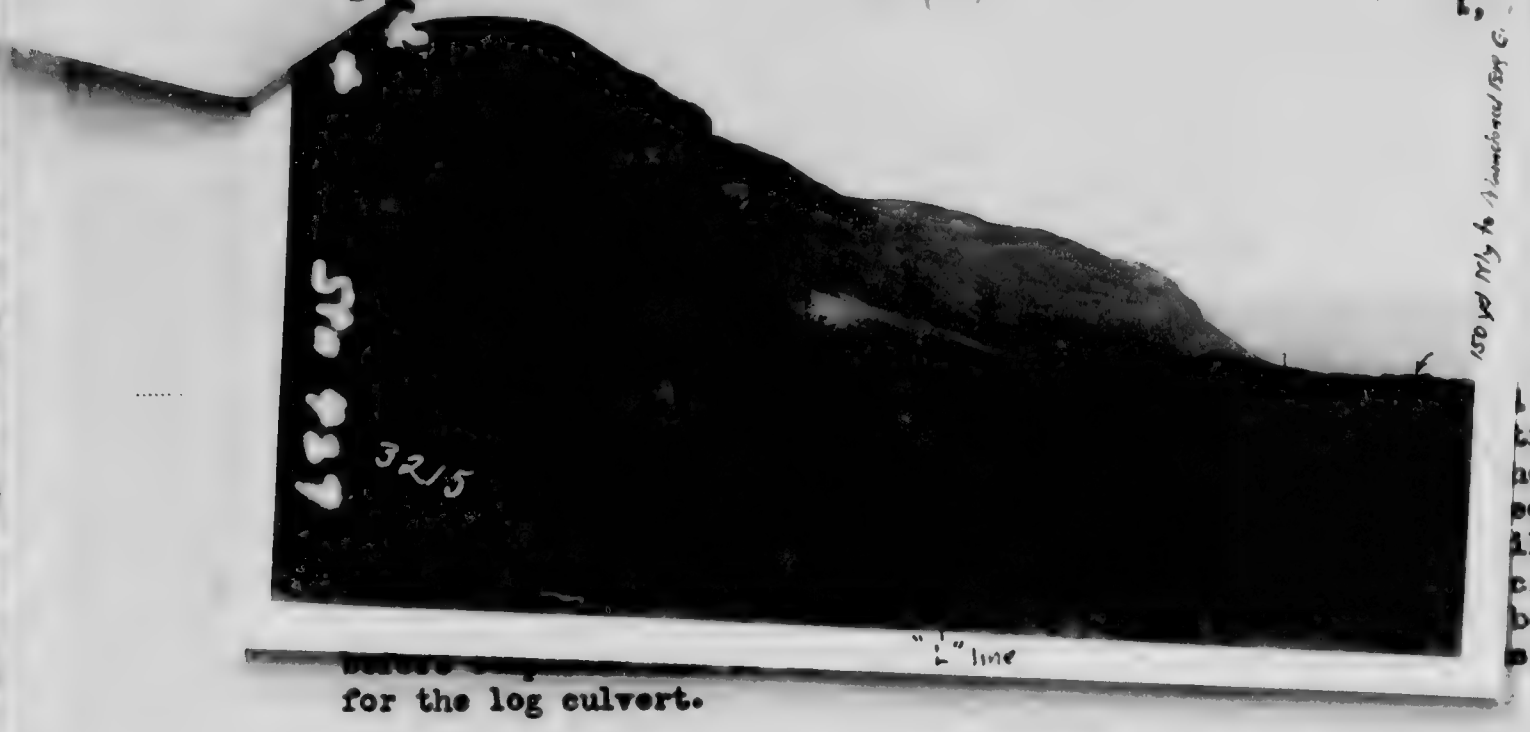
Noted
GHP

HERBERT NUNN
STATE HIGHWAY ENGINEER

...SSIONERS

...NT ENGINEER

# ...EGON STATE HIGHWAY COMMISSION




...20.

...l on the
...tions for the
...he cópy of your
...equired as the
...like to know t
...clearing can b
...be terminated
...me. This was
...before ...
for the log culvert.

For general information will say that the projected line submitted by myself followed the proposed line and grade of Mr. Seymour as close as c could be done considering that his line and grade were decided upon by walkig over the old road and from a profile of a preliminary line which I ran. Also that his prposed grade line was some 6 or 7 feet above the grade of the located line where he departedn and that at the closing end his grade was some ten or twelve feet high and the line lacked some twenty feet of closing. Also that it was not the intention to prove that the proposed line could not be built but that it was not the most practicable, at least that was the idea I gathered from Mr. Nunn when he ordered the data prepared. The maps and sectiams were not submitted with the report on the advise and instruction received from the division office.

Yours truly,

Clement F.Waite,
Resident Engineer

copy to W.E.Chandler

ANSWERED
S.H Probert

FORM 4 10M-11-19

[illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Camas Valley, Ore. April 21, 1920.

10PA

PR
29

Mr. Herbert Nunn
State Highway Engineer, attention Mr. Probert.
Salem, Ore.

Dear Sir:-

In regard to the prposed line change Sta 1276 to Sta 41 on the Coos Bay Roseburg Highway, will say that I have the maps and sections for the proposed line ready to forward at any time but since receiving the copy of your letter to the Office of Public Roads will hold them here until required as the map has other data that is required on the work here. Would like to know t the outcome of this proposition as soon as possible so that the clearing can b be done and not delay the contractor. One sub-contract had to be terminated before completed due to the uncertainty of which line we would use. This was for the log culvert.

For general information will say that the projected line submitted by myself followed the proposed line and grade of Mr. Seymour as close as c could be done considering that his line and grade were decided upon by walkig over the old road and from a profile of a preliminary line which I ran. Also that his prposed grade line was some 6 or 7 feet above the grade of the located line where he departedn and that at the closing end his grade was some ten or twelve feet high and the line lacked some twenty feet of closing. Also that it was not the intention to prove that the proposed line could not be built but that it was not the most practicable, at least that was the idea I gathered from Mr. Nunn when he ordered the data prepared. The maps and sectinns were not submitted with the report on the advise and instruction received from the division office.

Yours truly,

Clement F.Waite,
Resident Engineer

copy to W.E.Chandler

ANSWERED
S.H. Probert

Note
3454

FORM 4 10M-11-19

[redacted]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR
29

# OREGON STATE HIGHWAY COMMISSION
SALEM

Coos Bay, Ore. April 21, 1920.

10PA-6PA

Mr. W.E.Chandler,
Div. Engineer
Marshfield, Ore.

Dear Sir:-

In regard the matter of clearing of right of way, I will say that to date we have in a few instances, where the slopes extend outside the right of way stakes, required additional clearing to be done. In no instanse has this amounted to but a very small fraction of the total required. In most of these cases the down logs and brush only have been removed and burned the standing trees being left.

There has been no instance where the right of way has been cleared and due to a line change additional clearing done.

From the reading of the contract it appeared that we were well within our right ot require this additional clearing where slopes extended outside t the right of way stakes, without additional pay. I would recommed that no allowance be made for this small additional clearing since the contract reads all required.

Yours truly,

I have no data on hand at this time of the exact amount of extra clearing that has been done.

Yours truly,
Clement F.Waite.
Resident Engineer.

FORM 4 10M-11-18

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Camas Valley, Ore. April 21, 1920.

10PA

Mr. Herbert Nunn,
State Highway Engineer, attention Mr. Probert.
Salem, Ore.

Dear Sir:-

Quoting from a letter from your office dated April 17:

" We note what you say about sending men to you on the strength of a " good soundingstory", and in reply will say that you have undoubtedly been misinformed as we have taken particular pains to inform them of the conditions as far as we were able. You are undoubtedly unaware that Mr. Thomas wrote us some time ago asking for promotion and a transfer to Hood River."

As to being misinformed I have only Mr. Thomas statement both to myself and Mr. Strohmeyer as to his reasons for leaving. The thing I wish to inquire about is if it is the policy of the department to make transfers of men from one job to another without at least mentioning the fact to their immediate superiors and providing other men to take their places. I would infer that this is what happened in this case from the above quotation. I can assure you that such a policy is and would be very detrimental to the progress of the workin such cases. Would like to know if Mr. Thomas left here especially to take a position at Hood River offered by the department.

Yours truly,

Clement F. Waite

Clement F.Waite.
Resident Engineer.

copy to W.E.Chandler.

ANSWERED
S. H Probert

FORM 4 10M-11-19

SENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Camas Valley, Ore. April 21, 1920.

APR 23 1920

Fereral Aid Project 29

Mr. Herbert Nunn,
Stae Highway Engineer,
Salem, Ore.

Dear Sir:-

I am in receipt of circular letter # 36 regarding headwalls for pipe culverts. This job was originally planned to use cedar leg culverts throughout but was changed at Salem to use corrugated iron culverts for the smaller culverts. Accordingly the estimate was changed as to the pipe but there was no estimate made and included for the headwalls. Also there was no bid x xx received on this item. On instructions from the Division Engineer to date no headwalls have been constructed on such culverts as are in place. We have a bid price on 65 yds. rubble masonry walls, which are shown on the plans, at $17.50 per yard.

Request information as to whether funds will be provided for the construction of these headwalls, and that if funds are provided that an agreement be made with the contractors, John Hampshire & Co. as to the price.

Yours truly,

Clement Waite

Clement F.Waite,
Resident Engineer.

copy to W.E.Chandler.

ANSWERED
S. H Probert.

FORM 4 1920-11-10

[illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

April 19-1920.

SUBJECT:Inspection culvert pipe.

Mr.C.F.Waite,Resident Engineer,
Camas Valley,
Oregon.

Dear Sir:

This is to notify you that the following galvanized iron culvert pipe sold to John Hampshire and Co.,and shipped to Dillard [illegible],has been inspected by this department.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | piece | 16 | gauge | 18 | inch | diameter | 32 | feet long. |
| 1 | " | 16 | " | 18 | " | " | 50 | " " |
| 1 | " | 16 | " | 18 | " | " | 44 | " " |
| 1 | " | 16 | " | 18 | " | " | 28 | " " |
| 1 | " | 16 | " | 18 | " | " | 36 | " " |

The chemical analysis of the stock from which this pipe was made will follow shortly.

Owing to the fact that this order was contracted for early last fall,the gauge is not up to the present specifications.

Very truly yours,

Kenneth S.Hall,
Testing Engineer,
1260 State St.,Salem,Oregon.

cc C.F.Waite
~~J.C.Metwod.~~
W.E.Chandler

FORM 4 10M-11-19

[illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM
April 20-1920.

SUBJECT:Culvert pipe.Lab.No.231

PR 24

Mr.S.F.Waite,Resident Engineer,
Camas Valley,
Oregon.

Dear Sir:

The chemical analysis of the culvert pipe concerning the inspection of which we wrote you under date of April 19-1920,follows:

Analysis of the Stock.

Zinc coating ounces per sq.ft. both sides 2.01 average of 5 tests.

| | |
|---|---|
| Carbon | - .03% |
| Silicon | - .027 |
| Sulphur | - trace |
| Phosphorus | - .027 |
| Manganese | - .007 |

Very truly yours,

Kenneth S.Hall,
Testing Engineer,
1269 State St.,Salem,Oregon.

cc Office ✓
C.F.Waite
J.C.McLeod

April 16, 1930

File: F.P. No. 29

Mr. Clement F. Waite,
Camas Valley, Oregon.

Dear Sir:

We have your letter of April 14th with reference to the line changes proposed by the Bureau of Public Roads between Station 0/00 and Station 40, of the Douglas County Unit of your work. We have also received the maps and profiles in connection with this revision.

As far as alignment and maps are concerned, the proposed revision is apparently much inferior to the line as originally located, and in view of the fact that your estimates show the difference in cost to be only approximately $1,100, it would seem that the line should be constructed as first located. In going over the maps and profiles, however, we find that you have really presented no information to show that the line as projected by the Bureau of Public Roads cannot be constructed without greatly exceeding the quantities as estimated by them. You have not submitted any cross-sections or other data to show that their grade line between Stations 25 and 40 where the heavier work is involved, is too high, and that a roadbed could not be constructed upon this grade line. As the matter now stands, we simply have your statement to the effect that the revised line would require excavation to the amount of 20,500 cubic yards, and the statement of Mr. Seymour that the revised line will involve only 14,000 cubic yards. We have no basis whatever to show that their estimates are in error, which information we must have before the matter can be taken up further with the Bureau of Public Roads. We request, therefore, that you send us at once your topographical map of this revision and such cross-sections of preliminary line as have been taken. With this information, we believe that we can prove to the satisfaction of the Federal office that their estimates are entirely in error, and that the saving in quantities and costs is not what they believe them to be.

Kindly give this your immediate attention, as this matter should be settled at once.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

C.C. tp W.E.Chandler
SHP:HN

Office Engineer.

FORM 6 1924-11-10

S. BENSON, PORTLAND, CHAIRMAN
R. X. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

Cascas Valley, Ore. April 14, 1920

10PA Line revision

Mr. Herbert Nunn,
State Highway Engineer, attention MR. Nunn.
Salem, Ore.

Dear Sir:-

I am forwarding under separate cover the profile and the blue print submitted by the Office of Public Roads on the proposed line and grade change from the County line east in Douglas County; hte profile of the projected line and a sketch tracing showing theoriginal located line, with small revisions; and the projected alignment of the proposed change.

The data on the proposed change was obtained from a preliminary line and topogfaphy. The line is projected only,no staking having been done in the field. This line has been carefully projected and the alignment has been sacrificed in several cases to hold down the quantities. The slopes used are thosewhich would be used in actually staking for construction, and the quantities are for neat sections with no allowance for overbreak. The guard fence is specified where grade ten out comes and the slope of the natural ground is steeper than a 1 1/2 to 1 slope. The drainage structures on this line will be longer as the line is higher up on the hillside and the fills higher and w wider.

On the located line there are two line changes shown by the dotted lines. There xxx is also a grade change. These changes were contemplated and outlined before the present contreversy came up. The grade change is f from 1273-0 to 4-0, with a saving of 1550 yards. The line change from 4-0 to 17-0 increases the yardage by about 580 yards,but at the same time eliminates the rip rap, 200 yards. The line change 32-0 tp 35-44 eliminates about 680 yards. This is a total saving on the located line of approximately 1600 cu' yds. The quantities shown on the original profile have been reduced this amount for the quantities used in this report for the located line. The slopes used on the original line are those which it was judged would be stable and the quantities are those within the neat sections. The probabilities for overbreak are equal for either line used. The guard fence is specified for the same conditions as in the projected line. The drain tile specified on the located line can be eliminated as ditching will readily handle the drainage.

The following tables give comparative data on the two lines under discussion

HERBERT NUNN
STATE HIGHWAY ENGINEER

...AND ASSISTANT ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM



| | Located line | Projected line |
|---|---|---|
| Maximum curveature, inside | 40° | 56° |
| outside | 40° | 40° |
| Number of curves | 15 | 24 |
| Inside curves greater than 20° | 1- 40°<br>1- 28°<br>1- 24° | 1-56°<br>3-40°<br>1-36°<br>1-28° |
| Outside curves greater than 20° | 1-40°*<br>1-28° | 4-40°<br>1-28°<br>1-22° |
| Points of reverse curve | 0 | 16 |
| Points of compound curves | 1 * | 1 |
| Maximum grade | 5% | 5% |
| Length of maximum grade | 600' +5%<br>300' -5% | 700' +5%<br>800' +5%<br>600 +5%<br>1400' -4.76% |
| Difference in length of line | | 140' |

* located line revised

Quantity Summary Located Line.

| | | | |
|---|---|---|---|
| 22644 | C.Y. Excavation | @ $1.10 | $24908.40 |
| 2540 | C.Y. Overhaul | .05 | 127.00 |
| 256 | 12" Cor. Iron Pipe | 2.25 | 577.00 |
| 82 | 18" " " " | 3.50 | 287.00 |
| 40 | Lin. Ft. Guard Fence | 1.00 | 40.00 |
| 70 | " " 5x5 Log Culvert | 7.50 | 525.00 |
| | | Total | $26464.40 |

COMMISSIONERS
.OLETON
.N. SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

APR 18 1920



Quantity Summary, Projected line

| | | | | | |
|---|---|---|---|---|---|
| 20516 | C.Y. | Excavation | @ | $1.10 | $22567.60 |
| 3700 | " | Overhaul | | .05 | 185.00 |
| 304 | lin. ft. | 12" cor. iron pipe | | 2.25 | 684.00 |
| 254 | " " | 18" " " " | | 3.50 | 889.00 |
| 160 | " " | Guard Fence | | 1.00 | 160.00 |
| 110 | " " | 5x5 Log Culvert | | 7.50 | 825.00 |
| | | | Total. | | $25330.60 |

From a comparison of the estimated first cost the projected line seems t the best. In the matter of overhaul on this line we are hauling in one instance over a thousand feet, while on the located line seven hundred is about the maximum.

The located line was put where it is because of the easier grades, and better alignment, which is easily worth the difference in cost of the two, and I would recommend the present located line.

Yours truly,

Clement Waite

Clement F.Waite,
Resident Engineer.

Copy to
W.E.Chandler, Div. Engineer

Noted
GHP.

PR. 24

April 13, 1920

Subject: Re clearing on Remote-Camas Valley project.

Mr. W. E. Chandler,
Box 151,
Marshfield, Oregon.

Dear Sir:

Please see the enclosed letter from the John Hampshire Company in regard to clearing on the Remote-Camas Valley project.

I have looked up his original proposal and find no notation on the original which would limit the clearing to a 60 foot right of way. However, it has been our usual practice to pay the contractor, where any additional clearing is required, actual cost for the same or get the contractor to agree upon a reasonable figure per acre.

It would appear to us that Mr. Hampshire's contention is right, unless there is some extenuating circumstances of which we are not advised.

Will you please make your recommendations on this matter?

Respectfully yours,

Secretary.

RAK:LM
1 Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads.
Oregon F.A. 29-38.

POST-OFFICE BUILDING
PORTLAND, OREGON
April 7, 1920.

State Highway Commission,
Salem,
Oregon.

Attention, Mr. De Sousa.

Gentlemen:

Your vouchers for Oregon Projects No. 29 and 38 are held in this office pending receipt of copies of contracts which we have requested in letters of even date.

We cannot check these vouchers and pass them for payment until we have received certified copies of contracts.

Yours very truly,

District Engineer,

Noted

April 6, 1920.
File: P.W. No. 29

John Hampshire & Co.,
Grants Pass, Oregon.

Dear Sir:

Reference is made to your letter of the 5th inst., making inquiry regarding estimate number two for work done to February 20th on Unit 1 of the Rogue-Canas Valley Section. On Estimate number one, you have been paid for 64 lineal feet of 18" Corrugated Galvanized Iron Pipe, and 128 Lineal Feet of 24" Corrugated Galvanized Iron Pipe at the full unit prices bid for the pipe in place. This was in error, as the quantities of pipe should have been shown and allowed for as materials on hand.

On Estimate Number two, there have been 80 lineal feet of 18" Corrugated Iron Pipe actually placed and this is paid for at the full unit price bid. In addition to this, there is 2,082 lineal feet of 12" pipe which is allowed at your unit price of $1.30 per lineal foot for materials on hand. The amounts which were incorrectly allowed on ~~Unit~~ Est. one for the 18" and 24" pipe have been deducted on ~~Unit~~ Est. two, as our copy of the field estimate does not show any estimate for pipe of these dimensions on hand.

Trusting that this explanation has made the matter entirely clear to you, we are

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Asst. Office Engineer.

JED-MM

Your Copy of Voucher #2 is enclosed herewith.

April 5, 1920

Subject: Re emergency resolution.

John Hampshire & Company,
Camas Valley, Oregon.

Gentlemen:

I am enclosing herewith copy of a resolution which was adopted at the meeting of the State Highway Commission, declaring an emergency on the Coos Bay-Roseburg Highway permitting the contractors to work longer than an eight hour day, subject to the provisions of the laws of the State of Oregon for compensation for all overtime.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LH
1 Encl.

cc.
Mr. W. E. Chandler, Marshfield, Oregon.

cc.
Mr. C. F. Waite, Camas Valley, Oregon.

# JOHN HAMPSHIRE & COMPANY

"IT'S THE CLIMATE"

RECEIVED
MAR 31 1920

[illegible], Ore.,
March 29th, 1920.

[illegible],

[illegible],

[illegible].

[illegible]: Attention: [illegible].

[illegible] receipt of your favor of the 26th inst., [illegible] the installation of [illegible] projector [illegible] unit #1 [illegible].

[illegible],

John Hampshire

[illegible]

Note
MAP

Form 89

# OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

PR 21

Section Rustle Camas Valley — Date Camas Valley Ore May 28, 1930

Week from May 21 to 27

Job Prefixes 6PA - 10PA
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

Highway Coos Bay-Roseburg

County Coos & Douglas

Number in party 7

Survey will be completed about

Camp location 8 mi W Camas Valley. (1 mi east Tenmile)

Mail address Camas Valley Ore Phone Tiernay Gardner, Agent Reedsport

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

## MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Steam Shovel began actual work Monday May 22 beginning at Sta 979. About dozen men through Slimit drew due to Rain. Material from 979 to 986 almost all Clay about 150 each Foreman Smith began at lib end of 2 through other end of work Has two men working between 12+16+0.

Put up Tent at Bogle Creek this week.

Also in 163+50 - 176+0 min Clay shovel effected Slopes are sliding some. Norman has about Windy Point practically finished.

Rain has hindered work all weeks

Taking sections on the various C Camp lines when time Thru out Survey Crew Stake Log Culvert at 322+0. Culvert Transitman Stake Log Culvert at 322+0. Culvert at 18+70 have to go by on this Subcontract account Line questionable Report of Engineer Transmitted permanently on this sht

Signed Chas. Swain

Title Chief of Party

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 29.

March 22, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Enclosed herewith is one set of special provisions for Oregon Federal Aid Project No. 29, approved by the Secretary February 25, 1920.

Under separate cover we are sending you one set of plans for the above named project.

Yours very truly,

L. I. McKesson
Acting District Engineer.

(1 Enc.)

Notice
S.H.P.
Jun 23

# SPECIAL PROVISIONS

D T Mason
Acting Chief, BUREAU OF PUBLIC ROADS

APPROVED BY THE SECRETARY OF AGRICULTURE 2-25-26

The following special provisions apply to the Remote-Camas Valley Project, Federal Aid Project No. 29, and are supplementary to the Standard Specifications of the Oregon State Highway Department.

## CULVERTS

**Alternate Types:**

Alternate bids will be considered on cedar log culverts, concrete pipe culverts and corrugated galvanized iron culverts. The sizes shown on the plans are for log culverts. For comparison of bids and for construction purposes the sizes of concrete and corrugated iron pipes, equivalent to the various sizes of log culverts will be as follows:

| Size of Log Culvert | Equivalent Pipe |
|---|---|
| 12" x 12" | 18" |
| 18" x 18" | 12" |
| 2' x 2' | 18" |
| 3' x 3' | 24" |
| 4' x 4' | 36" |

**Cedar Log Culverts:**

Cedar Log culverts shall be constructed of good sound Fire killed or green cedar from which all bark has been removed. Construction shall be in accordance with attached blue print plan.

The quantity to be paid for under this item shall be the number of lineal feet of completed culverts, the length of completed culvert being considered to be the average of the lengths of the top and bottom.

The price bid per lineal foot shall include the furnishing of all logs, bolts, labor and material required for the construction of the log culverts complete and in accordance with the plans.

## CLASSIFICATION

**Two classification Basis:**

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock and other material of a rock nature or otherwise, which in the judgement of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

## SURFACING

**Kind of Material:**

Gravel Conglomerate, available at several points along the right-of-way, will be used in the surfacing of this project. The Engineer shall be the judge as to whether the conglomerate from any particular point is or is not of a quality satisfactory for use.

In no case shall material be used which is not equal in wearing and binding qualities and in general suitability for surfacing to the best obtainable within reasonable hauling distance.

Width and Thickness:

The conglomerate surface shall be constructed fourteen (14) feet wide and with an average thickness of eight (8) inches, loose.

Number of Courses:

Surfacing shall be laid in two courses of four inches each.

Sizes:

Material for both top and bottom courses shall be crusher run, all of which will pass a one and one-half (1½) inch circular opening.

Preparation of Subgrade:

Before placing the surfacing material, the roadbed shall be graded to conform to the cross-section shown on the plans, and shall be trenched in accordance with the instructions of the Engineer, with a view to providing a shoulder for the surfacing material and giving a crown to the subgrade within the width to be surfaced, the same as that shown on the typical cross-section of the finished surface.

Compacting:

Rolling and sprinkling will not be required. All hauling, however, will be required to be done over the surfacing as laid. The construction of each course shall be commenced at the crusher site and extended continuously from that point. The base course to be constructed from any given quarry shall be completed before the top course from that quarry is commenced. At frequent intervals during the progress of the hauling, the spread material shall be dragged and reshaped, this dragging and reshaping to be done in accordance with the instructions of the Engineer and at such intervals as he may consider necessary in order to secure as uniformly and as thoroughly compacted a surface as practicable.

Earth Shoulders:

After the surfacing has been laid, the portions of the roadbed not included under the surfacing shall be graded up and finished to the cross-section shown on the plans.

Quarries:

Quarries must be secured and developed at the sole expense of the contractor.

Measurement and Payment:

The price bid per cubic yard for gravel conglomerate surfacing, shall include the preparation of the subgrade, the furnishing, hauling, spreading and dragging of the surfacing materials, and the furnishing of all labor, and equipment required for the construction of a satisfactory and finished surface in accordance with the specifications and the instructions of the Engineer.

Payment will be made at the unit price bid for the number of cubic yards, loose measure, of surfacing material incorporated in the work.

## T. N. T. TO BE FURNISHED

Trinitrotolaol, the explosive commonly known as T. N. T., will be furnished by the State Highway Commission to the contractor at Ten Cents (10¢) per pound, F.O.B., Salem, Oregon.

Amounts due the State Highway Commission for T.N.T. furnished will be deducted from the monthly and final payments to the contractor.

## BRIDGES

The lump sum bid for the 60 foot superstructure in connection with the bridge over Rock Creek shall include the furnishing of all labor, material, equipment, and other items of cost in connection with the erection complete of all that part of the 60-foot span structure above the piers, including the wood cover. It shall also include the painting of the bridge structure both inside and outside, and the treating of shingles, all in accordance with the specifications covering same.

Piers and abutements will be paid for as "Class "B" Concrete" at the price bid per cubic yard for this item. Timber approaches will be paid for as "Lumber and Timber" at the price bid per M-F.B.M. This price will include in addition to all those items stated in the Standard Specifications and indicated on the plans, the painting of the completed timber approaches in accordance with the specifications therefor.

**Painting:**

The exterior of the completed bridge structure over Rock Creek including approaches and all short span bridges and wood trestles shall be given two coats of white lead paint, and the interior of the covered Rock Creek Bridge shall be given two coats of cold water paint. The white lead paint shall be mixed on the work from only the highest grade white lead and pure boiled linseed oil. For the interior painting any satisfactory cold water paint will be accepted.

At least four days shall elapse between the application of the last portion of one coat and the application of the first portion of the second coat, and the second coat shall under no circumstances be commenced until the first coat has been inspected and accepted by the Engineer.

No painting will be allowed to be done in wet or freezing weather, and the wood work must be thoroughly dry before any paint is applied.

**Shingles to be Dipped:**

All shingles for the cover on the Rock Creek Bridge shall be dipped in hot carbolineum.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

March 5, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT
PORTLAND, ORE.

On January 29th the Secretary executed the project agreement and certificate to cover Oregon project No. 29. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures.

Noted

leb-lhs

Form P. R. I. 2

State Oregon

Project No. 3

# PROJECT AGREEMENT

UNDER

# THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of Nov. 1920,

by and between the State Highway Commission of Oregon

~~, constituting~~

~~for the purpose hereof, the Highway Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 1st day of September 1919

a project statement, which was approved by the Secretary on the 23rd day of October, 1919 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 29th day of January, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred and ninety-three thousand, six hundred and fifty and 99/100

dollars ($ 193,650.99 ) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal aid offered.
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the Count..... of .....
By tax levy or bond issue authorized by act of.....(date and citation).

* (*c*) .....

## ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point 0.3 of a mile East of Remote post office at survey station 956.50 and west end of bridge over Middle Fork, Coquille River, at survey station 427+75.9 terminal points, a distance of 14.17 miles, known locally as the Remote-Osmas Valley Section; Coos Bay-Roseburg Highway, Coos and Douglas Counties.

## CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) Construction work on the bridges included in the project shall not begin until the drawings therefor have been recommended for approval by the District Engineer of the United States Bureau of Public Roads.

(d) The Highway Department hereby agrees that during the fiscal year 1921 it will surface or cause to be surfaced the road to be embraced in the project.

## UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred and ninety-three thousand, six hundred and fifty and 9/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 50 per cent of three hundred and eighty-seven thousand, three hundred and one hundred and 99/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

## PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been~~ constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon,
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

[redacted]

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2 to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

~~partment to the full extent authorized by State law, out of funds which have been or will~~

be made available therefor in the manner herein set forth, to wit: ..... (Include reference to statute making

..... appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the

..... 29th ..... day of ..... January ....., 19 20

State Highway Commission of Oregon.
(Official title of Highway Department.)

By S. Benson
Chairman, State Highway Commission.
(Title of officer.)

By Chas. L. Sturdevant
Member, State Highway Commission.
(Title of officer.)

By .....
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed Elliott
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

R. Y. Stuart
*Secretary of Agriculture.*

O

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)*

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point 0.3 of a mile East of Remote post office at survey station 956.50 to west end of bridge over Middle Fork, Coquille River, at survey station 427.75.9 locally known as Remote-Camas Valley Section, Coos Bay-Roseburg Highway, Coos and Douglas Counties, and designated in the records of this Department as Project No. 29, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $387,301.99 as the total estimated cost of said project, and the sum of $193,650.99 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 29th day of January one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

*Secretary of Agriculture.*

PRM

February 10, 1920

Subject: Remote-Camas Valley, Roseburg-Coos Bay Highway, and Standard Oil Contract, for signature.

Mr. S. Benson, Chairman,
State Highway Commission,
1801 Yeon Building,
Portland, Oregon.

Dear Sir:

I am enclosing herewith several contracts for your signature if you approve the same, also project agreement for Oregon project No. 29, which is the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway.

On the Standard Oil contract which you just returned, the Standard Oil Company desire that you sign on the attached slip also, in the place I have marked with "x". You will note that this contract is in duplicate and both copies should be signed.

Yours truly,

Secretary.

BAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F.A. 29.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 3, 1920

State Highway Commission,
Salem,
Oregon.

Attention, Mr. Munn.

Gentlemen:

Your letter of February 2nd, referring to inspection of Oregon Project No. 29 by Mr. Seymour, has been received.

We appreciate your calling to our attention any discussion between our inspection engineers and the contractor. Our inspectors are not supposed to take up discussions with contractors on the work but their discussions are to be made with your engineers in charge. In this particular instance, we believe that Mr. Chandler has been somewhat misinformed. Mr. Seymour states that he never met and does not know the contractor, Mr. Hampshire. He did meet Mr. Pierson, the contractor's superintendent on the job, but says that he did not tell Mr. Pierson that the job would over-run 50 to 75%, nor that he proposed to make any radical line changes. In answer to a direct question by Mr. Pierson, Mr. Seymour says that he stated that over-run would probably result from flatter slopes being necessary and that some line changes might be found advisable to lighten the work. Knowing both Mr. Chandler and Mr. Seymour, I do not think that it was the intention to bring up any question for discussion, unless it was considered a benefit to the work. We have not, as Mr. Chandler assumes in his letter, made a decision on any of the suggestions made but simply asked that Mr. Seymour's suggestions be considered. A conference has been arranged with Mr. Seymour and Mr. Chandler the 16th. of this month.

There is one question of note in Mr. Chandler's report, and that is the assumption that because a contractor bid an apparently unbalanced bid by bidding the same for rock as for common therefore no change could be made, which puts the contractor into rock. You are well aware if this was followed you would be tied to the original line, the same as in a lump sum bid, in order to protect the contractor on apparently unbalanced bids.

Note
Seymour

Yours very truly,

District Engineer.

REC
JAN 21 1920

Oregon
29
1

District Engineer. January 15, 20.

xxxxxxxx
xxxxxxxxxxxxxxxxxx Oregon Post Road No. 29.

Coos and Douglas

Jan. 9-10-11-12-13-14,1920. C.J.Seymour.

C.F.Waite, Resident Engineer, Oregon State Highway Department, accompanied me on inspection of the Remote-Camas Valley Section of Coos Bay Roseburg Highway. This project consists of heavy rock and clay to be excavated, timber bridges and culverts to be built, clearing of timber on right-of-way, and grubbing stumps. Work of clearing began November 7th. and grading started December 27, 1919.

Equipment on the job as follows: 2 Nash Quads; 6 Wheelers; 6 Fresnos; 2 Rooters; 4 Plows; 24 Slipscrapers; Wheelbarrows; drill steel; shovels; picks, etc.
6 Rock cars; 800 lin. ft. of track.

Working Force: Clearing - 12 men
Grading - 32 men
Culverts - 2 men

Work Performed to Date: Clearing Sta 50 to 144 - Sta 158-163 - Sta 176-192 and Sta 1208-1220. Grading Sta. 160-163 and 176-180.

Approximately 4500 cu yds of materials have been moved and 10 acres of clearing done.

The material, being composed of clay and rock, is being properly handled by experienced men.

Progress seems to me to be very good, considering weather conditions.

Would recommend a survey be made to follow along the river between Sta 1095 and 1118, instead of along the old road over hill as located. There is a rock point about 40' high and 150' long jutting out to the river opposite

Sta 1105 which was no doubt a determining factor in this piece of location, but since it costs no more to move rock than common, under this contract, am satisfied a saving of at least $5000 can be made by following along the river, eliminating the hill as now located.

From Sta 1208 to 1211 a saving of perhaps $6000 is possible by increasing the curvature around this point, following along the existing road, raise the grade line perhaps 5 feet and widen the road to 30 feet, would make an ideal road with a radius of about 80 feet on the curve. This piece of work is under contract to a station gang who are just starting clearing, and to make a change now would likely cause some trouble.

Sta 1275 to County line Sta 1280 + 0 to Sta 40 in Douglas County, a distance of 4500 feet, would recommend a survey be made to determine feasability of building along the existing road instead of along the river as located. After going twice over this portion of work, am satisfied a saving of $15000 can be made. The line as located follows a very steep side hill, composed of yellow clay and boulders, which I am certain would overrun the estimate by 25 to 40%. The embankment would extend into the river in several places and would wash out with high water. By following the old road and careful fitting, this danger will be eliminated and quantities reduced anywhere from 12,000 to 20,000 cu. yds.

At Bear Creek Sta 169 would recommend a 40 ft. span be built instead of 6x6 log culvert, as there is indication of considerable volume of water at times and large boulders dropping from a cliff above would tend to obstruct flow in culvert. This change has also been advised by Waite to his District Engineer.

At Sta 380 would also recommend a span of about 50 ft. instead of 3 - 19' spans as shown on plans, as the new road crosses this stream at a bad angle and there is evidence of logs coming down at flood time, am doubtful if it would be wise to place a timber bent in the channel.

Resident Engineer Waite in charge of Construction also located and estimated this line, and his opinion of nature of materials encountered on this job have changed. He agrees with me in the likelihood of quantities overrunning the estimate as it is evident the slopes will not stand on a $\frac{1}{4}$ or $\frac{1}{2}$ slope except in a very few instances. This fact is demonstrated in the two cuts now opened at Sta 160 and 180.

At Sta 160 the surface indicated a solid rock overlaid with 2 to 4 feet of clay and was staked for $\frac{1}{4}$ to 1 slope. This cut has developed a greater amount of clay than rock, the rock being large bolders and nigger heads, water seepage has caused the clay to break off back to a $\frac{3}{4}$ to 1 slope and still coming down as shown in pictare, although a drainage ditch was dug back 25 to 40' above the top of slope and parallel with the center line and carries a considerable amount of water. It is impossible to catch all of this seepage and slides are bound to occur. In this cut along a certain yardage will overrun 2000 cu yds, and there is already 1600 yds. to waste as estimated.

At Sta 180 - 185 there is not so much clay to be found, but the rock is very rotten and seamy, in fact so much so that slides occured on the morning of the 14th, which I am sure brought down over a thousand cu. yds. of material outside the slopes. This occurred luckily before the men went to work.

To sum it up, this job can easily overrun the estimated quantities

quantities by 100,000 cu. yds, unless it is given unusually close attention by the Engineer and changes made as conditions warrant, a close watch kept on the amount of explosives used, so as not to disturb and loosen materials unnecessarily, of which fact Resident Engineer Waite is well aware and will, I believe, give it proper time and attention.

If quantities were measured throughout this job, I am sure the classification would be just about reversed from the estimate, as there will be much more common than rock moved.

Wish to draw your attention to notations on this profile regarding macadam material, and will say in my opinion this rock is not suitable for macadam as it is too soft and would "mush up" under traffic. There is no material to be found along this section that would make good macadam rock as it is all decomposed. Old Mr. Bryant of Bridge Post Office took me with a team and buggy from Bridge to Hampshires Camp, a distance of 17 miles. As we drove along, he showed me samples of rock which they had used on the road during a number of years he was road supervisor, and he says in no case did they find a rock that would stand the traffic, and I am sure he is right. The best material to be found is a conglomerate which has numerous small flinty pebbles, but the balance of this rock is very rotten and would not do, as it would wash out, with rains and wheel traffic, in ruts.

There is a very good gravel to be had on the South Fork of the Coquille River about 1½ miles up river from the town of Myrtle Point. A sample of this can be seen on the road as you leave Myrtle Point for Bridge Post Office.

The contractors have established a headquarters camp at Sta 145

which is 7 miles from Camas Valley Post Office, and 28 miles from Myrtle Point. Engineer Waite has his camp at this point also.

Contractors have a steam shovel on the way to Myrtle Point which they expect soon and will place on the lower end of work. Also expect to place the shovel now at Hayes Hill on this job about March 1st, or as soon as possible. It will be impossible to keep this road open for travel during the greater part of construction. In fact the contractors will have a hard time getting supplies to their own camps at times.

Picture No. 2774 shows effect of water seeping through the earth making the slope a moving mass of mud. Shows ground breaking off outside slope as staked.

No. 2775 - showing $\frac{1}{4}$ to 1 slope at Mouth of cut and formation of materials in face of working. This slope will have to be flattened to at least $\frac{3}{4}$ to 1.

No. 2776 - showing formation of creek bed at site of proposed 6 x 6 culvert which I suggest be changed to a 40' span.

No. 2777 - showing formation of clay and boulders along this hillside, boulders marked "X" and about 1000 cu. yds of material which came down on morning of January 14th, as previously referred to.

Note embankment being made of clay and boulders, and imagine what will happen to it when the water in the Coquille River rises above all the boulders to be seen along the river bed on right side of this picture.

No. 2778 - showing same slope as picture No 2774, taken two days later, note the absence of large boulder shown in slope on left of No. 2774. Also settlement of material from upper slope.

No. 2779 - showing slide, back of mess, which came down after grade was once completed.

February 2, 1920.

File P. R. No.29.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

For your information, please find enclosed copy of letter from Mr. Chandler, regarding line changes on Coquille-Roseburg road.

Mr. Chandler in a personal letter to me criticises your inspecting engineers for stating to the contractor that the estimates would be exceeded by from 50 to 75% and that he proposed to make radical line changes, thus causing the contractor considerable worry.

I feel sure that Mr. Chandler and Mr. Seymour will be able to straighten this matter out without further trouble, but would suggest that inspectors take all matters up in an official way with our engineers only.

Respectfully,

State Highway Engineer.

HN:HI

January 27, 1920

John Hampshire & Co.,
Dillard, Oregon.

Subject: Order for Truck Parts.

Gentlemen:

Confirming our telegram of this morning, your telephone order of yesterday afternoon does not give sufficient description by which to identify the desired parts. Unless a very complete description be given it is impossible to identify some of those parts, without the manufacturer's number. We are sending a catalogue by to-day's mail, which will facilitate the handling of such orders, and we will make prompt shipment of the parts when the necessary information is received.

Yours respectfully,

HERBERT NUNN,
State Highway Engineer.

By

RVH/H

FORM 4 1918-11-19

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A[illegible]OOTH, EUGENE
J. K. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Subject: File P. R. No 29.

304 Coke Bldg
Marshfield, Ore
Jan 27, 1920

Mr Herbert Nunn
State Highway Engineer
Salem, Ore.

Dear Sir:

In answer to your letter of File P. R. No. 29, have the following to say in regard to suggestions and criticisms made by Mr C. J. Seymour.

1. Have gone over survey between Sta 1095 and Sta 1118, and find that up to and including the rock point 40' high, which is mentioned, I agree with Mr Seymour. According to Mr Waite, this is as far as Mr Seymour went on the change proposed. Had he continued on around on the change which he proposes until he had again joined the line, he would have encountered steep slopes near the river which would have shown him why the present location was chosen. Three men have accepted the present location, Mr C. C. Kelley, Mr C. F. Waite, and myself. I disagree entirely with Mr Seymour in his reasoning in this change where he says: "Since it costs no more to move rock than common, under this contract, am satisfied that a saving of at least $5000.00 can be made by following the river." This reasoning if followed out consistently would be a cause of trouble with the contractor and would be unfair to him. Under this reasoning a change could be made from an earth cut to a solid rock cut, and save money to the State, yet the contractors would have no chance of breaking even. And according to our contract we would be bound to make allowances in the end. I am sure that had Mr. seymour made a more careful study, he would not have recommended the change.

2. At Sta 1206 to 1211, a small line change is being made which will result in a saving.

3. At Sta 1275 to County Line, Sta 1280 to Sta 40 in Douglas County, a change is being looked into. No such saving as $15000.00 is apparent, although there is a possibility, and if anything can be saved, consistant with all features of our contract, it will be done. Any serious over run on this section is doubtful. Anyplace where the toe of the slope runs into the river, has been covered with rip-rap.

[illegible] 1920

ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
## SALEM

(Continued)

4. We are considering a change at Bear Creek, either putting in a span or a trestle. The main arguement for a culvert is the fact that boulders which are liable to come down from the cliff are so large that any bridge that could be built would be broken, and washed away, while the danger of plugging the culvert would not be great. In either case the difference in original cost is not serious.

5. At sta. 350 a 40 ft span has been decided upon.

6. The question of proper slopes is a hard one, but the slopes that have been used in the estimate were arrived at by examining the present road slopes. I think that in some cases these are too steep, but in general I do not believe they will cause an overrun that will not be taken care of by possible savings in alignment. In my opinion there is no possibility of an overrun of anything like 100,000 cu yds, even with no extra attention. In my opinion there will be no serious overrun with the supervision and the close attention that is being given this work.

7. It is my opinion that the job is overclassified, but no more than would be justified from the looks of the ground at the time of location. This, however is an open question.

8. I do not believe it necessary at this time to go into a discussion of road metal, as that will be taken up at a later date, when more rock cuts have been opened up, and a better opportunity is given to examine the material encountered.

9. As to construction views taken, I know of nothing concerning them. But do know that nothing unusual has taken place, except what can be looke for in work of this nature in this section of the country. As I have said before, no embankment slopes are being allowed to extend into the river that we are not going to protect with rip-rap. To date work that has been cross-sectioned shows quantities under our preliminary estimate.

Yours very truly,

District Engineer

HLC:ABJ

4 1924-11-10

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 30 1920

Subject File P. R. #29

304 Coke Bldg
Marshfield, Ore
Jan 27, 1920.

Mr Herbert Nunn
State Highway Engineer
Salem, Ore.

Dear Sir:

Attached you will find a detailed answer to the report of Mr Seymour File P. R. #29

I am writing Mr Purcell today for an appointment to go over this work with Mr. Seymour or any other representative of the Bureau of Public Roads.

I assure you that I am doing everything within reason to hold this work within the original amount provided for it. There are many small line changes to be made that will reduce quantities. Many of these were evident at the time of location, but I have never made a practice of holding up a full locating party to make these, as it would greatly increase the cost of the survey, and the work can just as well be done by the smaller Residency party, which usually has spare time for just such work.

In regard to Mr Seymour's visit to our work, I have only one criticism to make, and that is that he or anyone else from the Bureau should not discuss engineering features with the contractor or within hearing of him. I am only too willing to have the Bureau make any suggestions or criticisms they may wish to in regard to methods, engineers, or anything pertaining to engineering, but this should be made only to the Engineers and not to the contractor. They seemed to be quite excited at camp about the statement of the Government man that the Job would go from 50 to 75% above the estimate, and that he was going to make recommendations for changes that I call radical. This kind of talk makes the contractor suspicious. If any changes we should make happen to lighten a cut or to make a higher percentage of solid rock, he may make a kick, and cause trouble. A statement that the job will run 50 to 75% over the estimate is wrong, and even if it were true, such a statement should be made only to the Engineers.

You are correct in assuming that this work was carefully located, which I assure you it was.

COMMISSIONERS

SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION

SALEM

(Continued)

Wish to call your attention to the fact that Mr. Rose of the Bureau made an inspection of this location with Mr Waite before the work was advertised, and he had no recommendations to make. It seems to me that if the location and the slopes were so poor, then was the time to have them adjusted.

However I will go over the work with a representative of the Bureau, and will let you know if there is still a difference of opinion.

Yours very truly,

District Engineer,

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Project No 29

SUBJECT: Federal aid projects

304 Coke Building
Marshfield, Oregon
January 26, 1920

Mr. Herbert Nunn.
State Highway Engineer
Salem, Oregon.

ATTENTION: Mr. Probert

Dear Sir:

In regard to Federal aid projects, I understand that, if our final estimate [illegible] overruns our project statement estimate, the State has to stand such overrun.

Now is this project statement estimate to be the dollar and cents estimate, in the case of Coos Bay Road about $4.0,000.00, or will estimated quantities on project statement govern? In other words, is the proposed C. O. C contracted the project statement estimate regardless of quantities?

Very truly yours,

District Engineer.

ANSWERED
S. H. Probert

CEC/ADG

RECEIVED
JAN 27 1920

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT #29

FOR DEVELOPING UNITS NO. 1 and NO. 2 OF THE
REMOTE-CAMAS VALLEY SECTION OF THE COOS BAY-ROSEBURG
HIGHWAY IN COOS AND DOUGLAS COUNTIES

Detailed Estimate to be used as Basis for Project Agreement

Unit No. 1 - Sta. 956/50 to County Line, Sta. 1279/36 — Length 6.07 Miles
Unit No. 2 - County Line, Sta. 1279 / 36 to Sta. 423/75.9 — Length 8.10 Miles

Salem Oregon, Oct. 30, 1919

Grading & Bridges

| Quantity | | Items | Unit Prices | Amounts |
|---|---|---|---|---|
| ~~666~~ | | | | |
| All Required | | Clearing & Grubbing (60' R.of.W.) | $ | $ 23,000.00 |
| 112,241 | Cu. Yds. | Excavation on Unit No. 1 | 1.07 | 120,097.87 |
| 151,741 | " | Excavation on Unit No. 2 | 1.10 | 166,915.10 |
| 65,960 | Yd. Stn | Overhaul | .05 | 3,298.00 |
| 4,619 | Lin. Ft. | 12" Culvert Pipe | 2.25 | 10,392.75 |
| 296 | " | 18" " " | 3.50 | 1,036.00 |
| 294 | " | 24" " " | 4.50 | 1,323.00 |
| 124 | " | 36" " " | 7.25 | 899.00 |
| 2,860 | " | 6" Porous Drain Tile | .75 | 2,145.00 |
| 17 | Cu. Yds. | Class "B" Concrete | 50.00 | 850.00 |
| 65 | " | Rubble Masonry | 17.50 | 1,137.50 |
| 1,620 | " | Rip Rap | 3.00 | 4,860.00 |
| 4,465 | Lin. Ft. | Guard Fence | 1.00 | 4,465.00 |
| 26 | M-F.B.M | Lumber & Timber | 65.00 | 1,690.00 |
| 1 | Only | 60' Wood Superstructure | 5,000.00 | 5,000.00 |
| 246 | Lin. Ft. | 4'x 5' Cedar Log Culverts | 7.25 | 1,783.50 |
| 75 | " | 5'x 5' Cedar Log Culverts | 7.50 | 362.50 |
| 75 | " | 6'x 6' " " " | 8.50 | 637.50 |
| As Ordered | | Removal of Obstructions from River Channel opposite Sta. 180 to 182, and 231 to 238/50 | Force Account | 2,000.00 |
| | | | | $ 352,092.72 |
| | | Sub-total | | 35,209.27 |
| | | 10% Eng. & Cont. | | |
| | | T o t a l | | $ 387,301.99 |

Length of Project 14.17 Miles
Estimated Cost per Mile $27,332.53
State Funds Available $193,650.99
Federal Aid Requested 193,651.00

Signed

State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT #20

FOR IMPROVING UNITS NO. 1 and NO. 2 OF THE
REMOTE-CAMAS BALLEY SECTION OF THE COOS BAY-ROSEBURG
HIGHWAY IN COOS AND DOUGLAS COUNTIES

---

Detailed Estimate to be used as Basis for Project Agreement

Unit No. 1 - Sta. 956/50 to County Line, Sta. 1279/36 — Length 6.07 Miles
Unit No. 2 - County Line, Sta. 1279 / 36 to Sta. 427/75.9 — Length 8.10 Miles

Grading & Bridges — Salem Oregon, Oct. 30, 1919

| Quantity | | Items | Unit Prices | Amounts |
|---|---|---|---|---|
| ~~663~~ | | | | |
| All Required | | Clearing & Grubbing (60' R.of.W.) | $ | $ 23,000.00 |
| 112,241 | Cu. Yds. | Excavation on Unit No. 1 | 1.07 | 120,097.87 |
| 151,741 | " | Excavation on Unit No. 2 | 1.10 | 166,915.10 |
| 65,960 | Yd. Stn | Overhaul | .05 | 3,298.00 |
| 4,619 | Lin. Ft. | 12" Culvert Pipe | 2.25 | 10,392.75 |
| 296 | " | 18" " " | 3.50 | 1,036.00 |
| 294 | " | 24" " " | 4.50 | 1,323.00 |
| 124 | " | 36" " " | 7.25 | 899.00 |
| 2,860 | " | 6" Porous Drain Tile | .75 | 2,145.00 |
| 17 | Cu. Yds. | Class "B" Concrete | 50.00 | 850.00 |
| 65 | " | Rubble Masonry | 17.50 | 1,137.50 |
| 1,620 | " | Rip Rap | 3.00 | 4,860.00 |
| 4,465 | Lin. Ft. | Guard Fence | 1.00 | 4,465.00 |
| 26 | M-F.B.M | Lumber & Timber | 65.00 | 1,690.00 |
| 1 | Only | 60' Wood Superstructure | 5,000.00 | 5,000.00 |
| 246 | Lin. Ft. | 4'x 5' Cedar Log Culverts | 7.25 | 1,783.50 |
| 75 | " | 5'x 5' Cedar Log Culverts | 7.50 | 562.50 |
| 75 | " | 6'x 6' " " " | 8.50 | 637.50 |
| As Ordered | | Removal of Obstructions from River Channel opposite Sta. 180 to 182, and 231 to 238/50 | Force Account | 2,000.00 |
| | | | Sub-total | $ 352,092.72 |
| | | | 10% Eng. & Cont. | 35,209.27 |
| | | | T o t a l | $ 387,301.99 |

Length of Project 14.17 Miles
Estimated Cost per Mile $27,332.53
State Funds Available $193,650.99
Federal Aid Requested 193,651.00

Signed

State Highway Engineer

January 21, 1920.

File P. R. No. 29.

Mr. W. R. Chandler,
304 Coke Building,
Marshfield, Oregon.

Dear Sir:

Please find enclosed a report made by Mr. C. J. Seymour on Oregon Project No. 29, in which he makes numerous recommendations for grade and alignment changes. I wish you to make joint inspection with Mr. Seymour or another representative from the Bureau of Public Roads of this work, and if possible, make such changes as will hold the work down to the preliminary estimates. I would further advise that it may be necessary to make other changes, even though a slight sacrifice of alignment and curvature must be made in order to reduce your estimates so that they will fall within the original amount. I cannot place this matter before you in too strong a manner.

I wish you to call the attention of the inspector from the Bureau of Public Roads who makes the inspection with you to the clause in our specifications which calls for an adjustment with the contractor for radical line and grade changes after work has been awarded and consider the possibility of excessive cost to contractor because of such changes.

It is to be presumed that this work was carefully located and should require at this time very little realignment. I leave it to you to get into communication with Mr. Purcell and to arrange dates.

Respectfully,

State Highway Engineer.

HN:HI

FORM 4 10M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

P.R#39

HERBERT HUNN
STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY COMMISSION
SALEM

Beginning construction 6PA

Camas Valley, Ore. Jan. 14. 1920.

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Pay quantity construction began this date on Unit # 1 Remote-Camas Valley Section of the Coos Bay-Roseburg Highway, job 6PA. Began clearing on the Semich sub-contract at station 1205-00 to 1223-00.

Yours truly,

Clement Fwaite

Clement F.Waite,
Resident Engineer.

Copy to
W.E.Chandler,
District Engineer.

C.P.R. Notified June 1-14-20

RECEIVED
JAN 17 1920
STATE HIGHWAY ENGINEER

PR 24

January 6, 1920

John Hampshire & Company,
Grants Pass, Oregon.

Gentlemen:

I am sending you herewith two copies of the executed contracts for units No. 1 and 2 of the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway. The second copy is for the surety company.

You will note that the bond as executed covers both units, accordingly you will find the bond attached to only one.

Yours truly.

Secretary.

RAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. J-1

Dec. 29, 1919
(Date)

District Engineer,
[illegible] Building,
[illegible], Oregon.

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 29.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est

# STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract 78,91 Ends with: 207, 208

FLASH CARDS: Begins every new contract

Remarks: Contract number 207, 208 continued on reel two.

Reel No. 1 Reduction Ratio 25:1 Project No. [redacted]

Camera: Name Bell & Howell Model File master Film MD 5 16mm

## CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26 day of Feb[redacted], 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott Rhoden